CYCLE NEWS®

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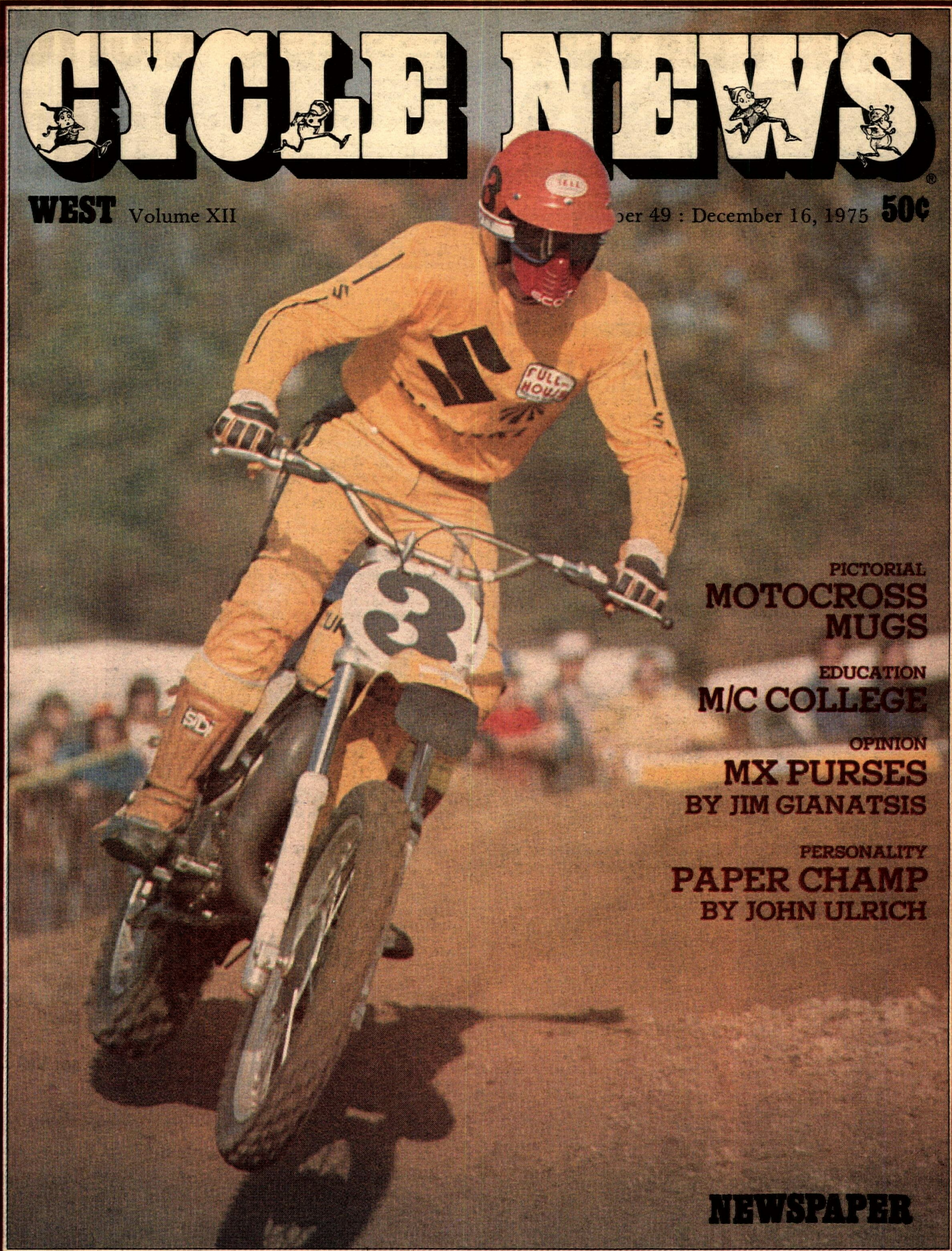


PICTORIAL
MOTOCROSS MUGS

EDUCATION
M/C COLLEGE

OPINION
MX PURSES
BY JIM GIANATSIS

PERSONALITY
PAPER CHAMP
BY JOHN ULRICH

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Did last week's "Open Letter" on the Century Ranch classification make somebody at Parks and Recreation jump? The preliminary hearing on whether to make the place a park or recreation area is December 15, instead of July as we were led to believe earlier. So don't sit back — if you have an interest in seeing Century Ranch as a recreation area, with possible ORV activity and club road racing, WRITE.

You are reading the next-to-last issue before Cycle News knocks off for our annual two-week vacation. Don't take any chances on missing the big End-of-the-year issue next week. Newsstand copies will feature a great, 8-page slick Posterbook wraparound and will sell for a dollar. Subscribers will not receive the Posterbook automatically (costs too much), but may order a copy by sending 50 cents to the office with a sample of a recent mailing label off the front page of Cycle News.

On the helmet front — The California Peace Officers' Association, a letterhead outfit that does not necessarily represent all the state's Black and Whites, is trying to stick it to us again, this time with a proposed amendment to an existing part (No. 27802) of the Vehicle Code which would, in effect, be a mandatory helmet law. It gets its first airing in San Diego December 11 before the Auto Legislation Advisory Group, a quasi-official committee of transportation industy people established by the legislature to screen off-the-wall proposals for new laws. We'll let you know how the proposal fared. If approved, it will be rushed to the lawmakers after New Year's.

Rich Eierstedt has re-signed with Honda after we mused that he probably wouldn't. Eierstedt, who spent most of this year on the injured list, will contest all three classes in next year's national circuit.

America's motormouth, Larry Huffman, will not be announcing the American Motocross Finals in Anaheim Stadium. The oft praised and condemned announcer has always been a highlight of the indoor series.

HosPITal stop — Robert Coombs is in Tustin Community Hospital with a broken ankle and a severly lacerated foot following a get-off at an AMC Night Race at OCIR. Robert will run with the plaster set for a while. Texas 125 Expert MX'er Shawn Smith is in serious shape at the Whitney Hospital following a four bike accident at Lake Whitney Cycle Ranch. Emergency surgery saved his life, but the road to recovery will be long for both riders without a little help from their friends.

Women's National Champion Terry Kezar crashed badly at a Phoenix motocross Thanksgiving weekend while running second in 250 Expert. She broke five vertebrae, but thankfully there's no paralysis. She is recovering and reportedly in good spirits at St. Joseph's Hospital.

The American MX Finals in Anaheim this Saturday night is shaping up to be a real runoff among the best racers of various types. There's Bill Rubly, CMC No. 1 and a great night racer, DeStefano, Eierstedt and Weinert, the AMA superstars, Al Baker of Baja 1000 fame, Terry Clark of the Desert, Bryar Holcomb on the new Harley-Davidson, Gary Jones on the Islo prototype and Marty Tripes making his stadium comeback. Not to mention Minnie Moore (remember her?).

Saturday night December 13, people attending the DRA Weekend will be treated to a belly dancing performance by Power Puff Winona Richardson. Winona assured Papa that her routine would "rejuvenate" the most grizzled Experts.

Buy of the week, but no American need apply: Gary Nixon tried to buy his Suzuki from the factory at their price. Instead of accepting the offer, which some sources value at up to $10,000, Suzuki sold Nixon's bike and three spare engines prepared by Irv Kanemoto to an Australian for $1,700.

Look for Jim Pomeroy on a 250 Suzuki for the European Grand Prix next year.

Once again the Klinzmann family has provided the facilities at their La Posada Restaurant in Anaheim for the annual CMC road racing awards banquet, all CMC road racers and their guests are invited. It's Saturday evening, December 21 and $3 a head — "pre-entry only". We hear the folks have laid down a classy starting line. Mmmhmmmm.

Four road races are on the AMA Grand National schedule for 1976, with two more tentative.

Based on the success of his first venture, Ken Maely is holding another speedway school. This one is set for December 20-21. For information, call (714) 735-0540.

Folks who have seen it say the Maico 400 GP for 1976 sports gas Girlings (fitted on Adoph Weil's advice) fitted to an extended swing arm. Rear travel, stock, is now 8.5 inches. Rear subframe and porting are also changed slightly.

NBC-TV will not broadcast the American MX Finals on a one-day delay basis. The highlights will be held for a later showing in January.

A lawsuit brought by a snowmobiling club to permit the vehicles use of the Tioga Pass road in Yosemite National Park was decided against the ORVs. The outcome may set a precedent for similar suits on behalf of motorcycle recreation, AMA Legal Fund please note. Park Superintendent Leslie Arnberger told the Fresno, CA. court he banned snowmobiles to minimize conflicts between them and cross-country skiers. Sound familiar?

Webco, Inc. partner Tom Heininger sold his share of the world's largest motorcycle accessory firm to longtime partner Bob Hughes. Tom doesn't know what he's going to do when the buy-out agreement takes place January 1, 1976 but hopes he will still be involved in the motorcycle game.

Looks like the California Enduro Association's Last Chance Enduro will be the deciding factor in who gets the Number One D-37 Enduro plate for '76. Husky rider Tom Spurlock is leading with Dave Ekins and Rick Munyon breathing down his neck. A double-point run, they don't call it the Last Chance fer nuthin'.

Camel Filter cigarettes will be back in 1976, sponsoring the AMA Grand National Series to the tune to $75,000 again. They said they were very pleased with the value received for their advertising bucks this past season.

PHD, a truck leasing agency in San Diego, California is advertising on the radio that they have new BMW motorcycles for lease. Is this a first?

Roger DeCoster's famous MX shocks are available from Suzuki dealers for $170 the pair.

Zeltwig, Austria will be the site of next year's ISDT on September 20-25. Zeltwig is presently noted as the venue for the Austrian Formula One GP auto race.

AMA rebate. Next year AMA will return half of the sanction fees of successfully completed races back to certain districts for use in such things as legal funds, expenses, and member services. Next, dues sharing?

'Tis the season for Number One plates. The winner of the American MX finals gets his gold plated.

Yamaha has signed 19-year-old So Cal racer Bob Hannah to their motocross team, following his successful streak at local tracks. He'll begin riding under his contract with the AMA National qualifiers beginning in Florida, February 1.

Vandalism to desert wells in the vicinity of Ridgecrest, CA., according to BLM is costing up to $2500 per well per year to repair and maintain these vital facilities. In particular, anyone with info as to who has been shooting the Indian Wells Canyon well full of holes, the FBI is interested.

Steve Stackable has signed on the dotted line to join Tony DiStefano and Billy Grossi in an all out Team Suzuki drive to capture the 125, 250, and 500 National Championships.

Roger DeCoster was reported to have said, just before the Omaha Trans-AMA which Marty Smith won, that Marty "... won't beat me for at least three years, and if he does before then I'm going to retire."

Canis La Trans (look it up, you turkeys) Motorcycle Club, whose symbol is Wylie E. Coyote through permission of Warner Bros., was set up by Seal Beach city authorities to give under-16ers opportunity to ride in the dez. The club meets 7:30 p.m. the first Thursday of each month in the Marina Community Center, and needs parent support to get the kids out into the countryside. Call (213) 596-0597 for more info.

RISING SUN ... Charles Sun (61c) is one of the hottest young new riders in the Trans-AMA Series and has been attracting the eye of more than one factory team. Charles finished better than fifteenth at each event in what was his first tour on the Pro circuit in the 500 International class.

Canadian 125cc National Champion, Masuru Ikeda has been campaigning a stock Suzuki RM370 with works forks during this year's Trans-AMA as a part of Suzuki's testing program.

D.O.T. power threatened

WASHINGTON, D.C.

A significant legislative advance on behalf of motorcyclists was registered December 3 during a meeting of the U.S. House of Representatives Sub-Committee on Surface Transportation in Washington, D.C.

The 23-member committee voted to include the wording of House Resolution 3869 in this year's federal highway bill. HR 3869 would remove the Federal Department of Transportation's right to withhold highway funds from states which do not enact mandatory safety helmet laws for motorcyclists who are 18-years-old or older or which repeal such laws.

The bill was offered as an amendment to the federal highway bill by Representative Glenn M. Anderson (D-Calif.) and received support from sub-committee chairman James Howard (D-N.J.) and ranking minority member Bub Schuster (R-Pa.).

"Inclusion of HR 3869 virtually assures that this important issue will receive consideration of the full House of Representatives," AMA Legislative Director Gene Wirwahn commented from Washington. "We are still a long way from victory but this was an essential step."

Wirwahn stressed that the issue presented by HR 3869 and companion bills HR 6211 and HR 6918 is not whether motorcyclists should wear helmets.

"At this time we are concerned with bureaucratic pressures brought to bear on State Legislatures which do not see fit to enact helmet laws or which seek to repeal existing laws," Wirwahn explained. "We feel that if the power to decide such matter is rightfully placed in the hands of individual states the rights of motorcyclists will be protected." ●

Final Fasttrack AMA road race qualifier

PHOENIX, ARIZ., DEC. 6-7

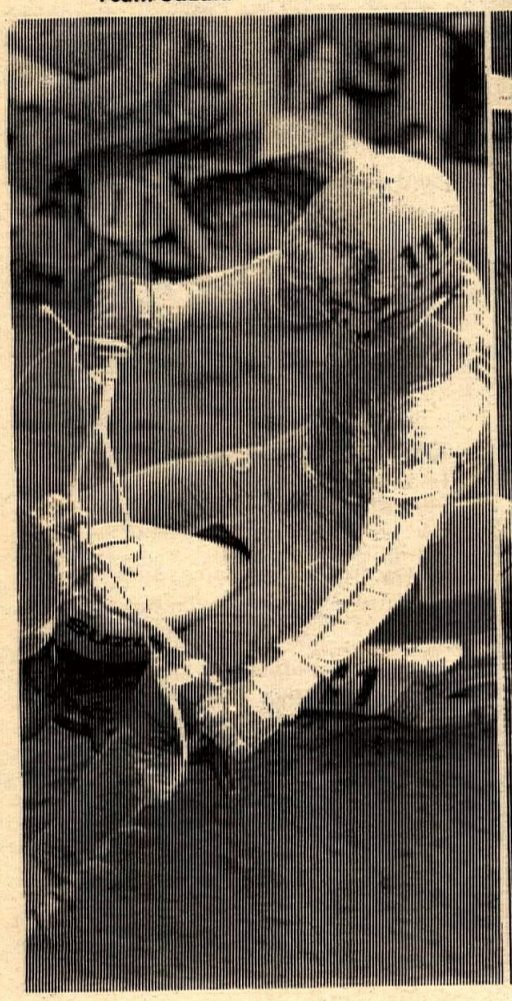
Local scratcher Cliff Allison took a cliff-hanger decision over visiting Mike Baeder in Lightweight GP during the last of the series of road races designed to qualify AMA amateur road racers for their day at Daytona. Jim Vialovos ran off and hid in the early laps, then seized to set the stage for a back-and-forth lead swap between Allison and Baeder.

Jon Wincewicz demolished the 125 GP race with a 40-second lead, while Rusty Sharp (Yam) from Colorado won the always close Lightweight Production round.

Dave Neill had to have earned the hard-luck award — borrowed a Rickman Honda and wrapped it up in a ball in a street accident, showed up Sunday stiff and sore to race anyway, then had the carburetor fall off his Norton during the race.

It was announced at riders meeting that the track will affiliate with the newly-formed Western Roadracing Association (WRA) with the AMA's blessing. Full story next week. ●

Roger DeCoster, 1st Overall
Team Suzuki



Gerrit Wolsink, 2nd Overall
Team Suzuki

Tony DiStefano, 3rd Overall
Team Suzuki

Marty Smith, 4th Overall
Team Honda

Bel-Ray Sweeps Trans-AMA 1973...1974...and now 1975!

Every year for the last three years, Bel-Ray riders have dominated the Trans-AMA series. In '73 it was Maico Works Team 1, 2, 3. Last year, it was Team Suzuki 1, 2, 3 - and this year it's Team Suzuki's Roger DeCoster 1st overall, Gerrit Wolsink 2nd, with the youngest Team Suzuki member, Tony DiStefano, in 3rd, followed by Team Honda's Marty Smith 4th.

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INSIDE

DRA Team Race 6
Bowman/Brooks dust 'em off
SRA Enduro 7
That's the way we like it – almost
Maico mono? 10
Looks can be deceiving
Mini Grand Prix 12
Marty's mini madness makes money
Opinion 22
Pulling the purse strings
Personality 23
Down Under with the press agent's wonder
Central 20
North 26
Education 30
Wrenching 102 – 3 hours credit
Results 33
MX Cat 35
Calendar 40

ON THE FRONT PAGE: The Pistol from Bristol, Tony DiStefano, carries his Trans-AMA streak on to Anaheim Stadium. Photo by Jim Gianatsis.

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VOICES OF THE WEST

Don't stop now

Cycle News West is a rip-off to the former Cycle New Central subscribers. There is no local news compared to California coverage and to add insult to injury, we miss Moto-X Cat. It isn't worth it to me!

DENNIS SHIRK
Texarkana, Texas

Dennis, does this mean you are volunteering your services as a Central contributor? Hope so, we sure could use it. So far, we have published every article we have received from Central. Does that give you a clue? There aren't as many Central reports because our correspondents aren't responding. Help us spread the word and watch the Central section grow . . . Editor

Makes you wonder

Why don't all of you stop motorcycle racing in the desert? The more you chew-up the desert with your rum-dum motorcycles, the more attention you attract from the BLM. If you stopped all of these childish and fruitless negotiations with the BLM and other governing bodies, I am sure they would forgive and forget all that has taken place between you and stop the closures of prime desert riding areas.

All interested and knowledgeable persons with the same views can write and tell me how pleased they are with my letter.

I would appreciate hearing from motorcycle distributors, dealers, pro riders, Amateurs and Experts in racing. Novices and/or Beginners need not write. They are such an infinitesimal part of the motorcycle industry, their say has little to do with the future of motorcycling in the desert.

I am sure that at least 75% of you would agree that my way is the best way.

Motocross takes only a small area to hold competitive meets. It is better to stay out of the desert and confine yourselves to motocross rather than have the whole desert closed off.

JOHN WALLIS
592 N. Bloomfield Rd.
Nevada City, CA 95959

John, are you for real? . . . Editor

How to drive the factories crazy

Please explain the how, who, what, when and why of pro bike claiming. I didn't know such a thing could be done until I read of Ted Boody at Ascot and Corky Keener. What does the factory think of this?

MRS. BONNIE STOVER
Merced, Calif.

In order to assure that the privateer has at least an equal chance of obtaining competitive equipment the AMA Rules Committee set up the claiming rule to keep the factories honest. The factory teams were expected to use more standard and readily available parts if the possibility of someone buying their factory racer away from them existed. This in itself would give the privateer a closer shot at duplicating works bikes. In reality the politics of racing made the claiming rule almost useless, because the two major claims of the past met with such strong factory opposition neither bike changed hands. This year the claiming rule saw its first actual usage in the Boody and Keener cases. Rule changes have now been formulated that allow only the engine, ignition and carburetor to be claimed and not the whole motorcycle. The factories don't like to lose their motorcycles anymore than you would your own . . . Editor

Goodbye Grandpa

The last lap has been run and the final checkered flag has been waved. Arlie (Grandpa) Hutsell has competed in his last race. Grandpa died Sunday, November 23, 1975 participating in the sport he so dearly loved. Grandpa, owner of Bultaco Sales of Dallas was a staunch supporter of our sport. His untimely death will leave a void in not only the racing circles of the Dallas, Fort Worth area but also in the hearts of his many friends. We will miss you Grandpa. Thanks for helping us to be able to compete in motocross. We love you.

THE JACK HARPER FAMILY
Richardson, Texas

Attention flattrackers

The Oklahoma Flat Track Racers Association is growing. We now have 100 members, and have adopted rules and regulations. We have several promotional programs coming up in the near future as well as a tentative insurance program for our members. We feel that our association is not only growing, but is responsive to our members needs.

We are looking forward to an increased amateur program and larger purses for our expert riders.

DUB JOHNSON
President OFTRA
Oklahoma City, Okla.

If you want more information on OFTRA, you can write to them at PO Box 20863, Oklahoma City, OK 73120 . . . Editor

Trash-pickers commended

Thank you for your cooperation and support during the Rand Cleanup.

Your donation of five gift subscriptions to Cycle News and the pre and past coverage of the event helped make this event the success it was. My thanks to Terry Rezek for the article he wrote on the cleanup.

Recreational Area cleanups are not something new to the BLM. However, it is seldom that one on such a huge scope as the Rand Cleanup comes off as trouble free and efficiently as this did. The volunteers in their dune buggies, four-wheel drives and motorcycles scoured 43-thousand acres!

What all of us realize from these efforts is something that perhaps many people aren't aware of. The desert is not some kind of bleak lunar landscape. It is a living place with a profound beauty of its own, teaming with wildlife and vegetation that is missed by the casual onlooker.

DICK HARLOW
BLM Inyokern Area Manager
Bakersfield, Calif.

Ah yes, he works in wondrous ways

And the Lord spake unto the Sierra Club saying, "There is some good news and some bad news. The good news is that plagues shall smite your enemies. The sands shall be turned to jagged rocks, chain link fences will criss-cross the land, and gnats and flies shall infest the motocrycle camps, and their motorcycles shall rot and turn to oil slicks in the sand, and hail and darkness shall visit punishment upon the land of the Mojave! Then will I lead the children of the Sierra Club forth, parting the barbed wire so that they may cross, and thereafter strewing the desert with lush vegetation so that they may take up residence."

And the Sierra Club president said, "Oh Lord, that's wonderful! But tell me, what's the bad news? And the Lord God replied, "It will be up to you, baby, to write the environmental-impact statement."

JAME STORMES
Rovers M.C.

Obituary? or premature burial?

Funeral services were conducted Saturday east of Barstow, California for Mr. B. T. Vegas. The quiet graveside services were attended by a mere handful of mourners. An estimated 150 paid their respects throughout the day.

Cause of death is still under investigation. Mr. Vegas sustained a wound last fall from a relatively new weapon, called by its developers "management," but more commonly known by the name "bureaucratic bumblings.

Normally such a wound should not have proved fatal, but complications set in when the injury was attacked by a massive case of apathy. In spite of dedicated and tireless efforts of Dr. S. G. Valley, M.C. assisted by the Coyote-Fox medical team and an unknown Ph.D(uck), the patient died.

In his heyday, B. T. Vegas drew loudly enthusiastic crowds numbering in the thousands. But although his death last fall drew reactions of shock and dismay, and even disbelief throughout the western United States, the funeral drew only a handful of loyal friends.

How soon we forget! And what a sad commentary! Where were all the fans of bygone years? We can only guess. Whatever the reason, B. T. Vegas, may he rest in peace, was laid in his final resting place a lonely and deserted tradition.

LESLIE RICHARDS

I agree

Re: M.O.R.E. From the Capitol, November 18, 1975.

It's my head; let it make its own decisions in regards to personal survival. I do, however, have one question. If there is high probability that the wearer of a helmet is going to sustain neck or back injury, why the heck do racers wear helmets? The street rider may get off differently, but I have seen racers get off quite hard. How about a copy of your statistics and supporting documents.

I have written several letters to my representatives complaining about the lack of local motorcycle facilities. From their replies I get the impression that they don't give a damn. I also find the LAPD quite unsympathetic. A watch commander (sergeant) recently told me that he used to race and "part of the fun of racing was getting to the track and finding out why his vehicle wouldn't work." With knotheads like this running the show, it's got to be a bad scene.

What does a guy do?

JOHN M. ROARK
Canoga Park, Calif.

The views expressed in this column and other columns appearing on the following pages are solely those of the authors and do not necessarily reflect the official position of Cycle News West or Cycle News, Inc. Qualified readers wishing free and equal rebuttal space should contact the Editor.

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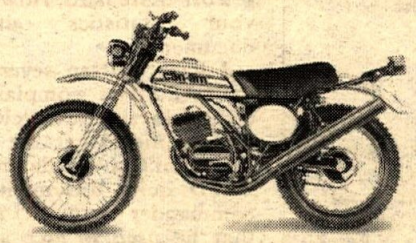

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Desert hotline

Winding through the canyons of the Rand Mountains, the SRA laid out a fun course, but with inaccurate mileage.

Funny looking elf in red suit crashes SRA Christmas Enduro

By Larry Langley

CALIFORNIA CITY, CAL., DEC. 7
The SRA annual Christmas Enduro took on a new twist this year, turning it into a two-day family weekend instead of the traditional Sunday enduro. On Saturday all the women and kids rode their own little 22 mile enduro with speeds and terrain geared to them. SRA scored them and awarded trophies Saturday night. A very loud rock band was on hand of offer "entertainment" and most campers were relieved when they pulled the plug around 11 p.m. A very good turnout of 300 rode Saturday, another 600 or so entered on Sunday.

The first of the Sunday bunch left the pits at 8:01, everyone still on the magic zero. Terrain and speeds were moderate to the three mile check. An easy 18 mph average led riders into the first check at just .6 of a mile past the speedometer check, at least that's what the sign said. Knowledgeable enduro riders had it anywhere from .1 to .2 off. Montesa team rider Dave Evans, out warming up for the two day Last Chance Enduro, told me he had it .2 off on his calibrated VDO, but he managed to zero the check. How? Riding into the check he was trying to figure out if he was early or late. He noticed the flip card and realized he was early, so he rode in verrry slowly, managing to keep his Montesa upright until the card flipped. Others, including your truly, weren't so lucky and burned it. Maybe

Pushing up hills wasn't limited to little kids . . .

PHOTOS BY LARRY LANGLEY

SRA will check it out and adjust the check.

Mileages on the first loop were very erratic. On one section it appeared that a speed change was missed by the course layout people and a check was computed to the wrong average, throwing it off by three minutes. The course itself was very interesting and fun. Woody Johnson and family had laid it out and did a very good job too.

The loop had some really neat canyons but nothing super hard. Turns were marked somewhat erratic, causing a number of riders to overshoot, but nothing serious.

The finish of the first loop was off by .4 of a mile, and since it was a "secret" check, (you had to arrive on your minute) it caused some more hair pulling. There were a number of riders present, with no speedometers or watches who had just come out for the ride. For them it was great, but for the timekeepers it meant ulcers.

A rewarding ride with a rewarding end.

One major safety criticism. The first loop crossed the major dirt road leading into the pits, but there was no flagman present. A number of campers were still streaming into the area creating a dangerous situation.

The second loop headed westward into the Rand Hills, down some tight little canyons, up a sandwash, over a little hill into the first check of the second loop, which happened to be the tiebreaker. The loop then ran down a sandwash into Fremont Valley, turned East towards Government Peak, and ran cross-country for a considerable distance. Finally the course turned up into the hills, at a moderate 14 mph and the riders kept anticipating a check around every turn. There were a lot of good spots for checks but nothing was there. Riders knew there just had to be a check around the next corner.

Surprise! The tiebreaker turned out to be the *only* check on the entire loop. The finish mileage was off again, this time to the tune of one whole mile! Timekeeping aspects of the enduro weren't impressive, but the people had a good time and that's what it's all about. If SRA would pay a little more attention to mileage and clocks, they would have the best of two worlds, a good ride for both the non-serious riders and the timekeepers. This was Woody's first attempt at plotting mileages and I'm sure he will learn from his mistakes. He lays out a good fun course.

I even saw Santa Claus come in on a Yamaha Enduro bike at the finish. I heard rumors he had paid the kids a suprise visit on Saturday and dispensed a lot of candy and such. I also heard some very good egg nog was dispensed in very large quanities. That could account for the pits being unusually quiet on Saturday night. ●

Adults got in a little too.

See America's Top Trials Riders

MARLAND WHALEY
Current National Trials Champion

BERNIE SCHREIBER
No. 1 A.T.A. Rider

JEFF KOSKIE
Current Arizona State Champion

MARK EGGAR
National No. 3

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EXHIBITION 1:00

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Bowman/Brooks combo plays winning tune

By Dale Brown

CALIFORNIA CITY, CAL., DEC. 7

After running in second for much of the race, Cordis Brooks and Tim Bowman combined to surge into the overall win in the DRA Team Race.

Running in a hitherto unused area near Cal City, Art Knapp (360 Hus) looked to be leading at the bomb, but got off course and fell back from the point. Brent Wallingsford (250 Yam) led the charge to the marked trail. Jamie Avels (400 Yam) was up there at first but slowly dropped back. Bill Conroy (400 Yam) moved up in hot pursuit of Wallingsford, only to break a frame tab and lose his seat and gas tank when the course went up on a ridge.

Brooks (360 Bul) moved to within a minute of Wallingsford as the race neared the completion of its first 20-mile loop.

Going through the pits, most riders gave the bandoleer to their partners. Wallingsford handed off to teammate Larry Roeseler (250 Hus) as Brooks went straight through. Dean Miller (250 Yam) was running in third, but Bob Balentine (400 KTM) passed him just before the end of the loop and Miller crashed trying to get out of the KTM's dust. Doug Winchell and Mike Johnston (250 Vil) took over for their partners in third and fourth, respectively.

Cordis moved up to within sight of Roeseler by the end of the second loop. Winchell stayed close to the leading pair.

Bowman (400 CZ) took over from Brooks and rode the next two loops for his team narrowing the gap a little each time.

The course was fast and dusty to start with, and the virgin terrain made it all the worse. It quickly broke down into talcum powder. The leaders quite naturally moved off to the side and the choice of a proper trail became more and more crucial.

On the fifth loop, Brooks had moved within striking distance of Wallingsford. Coming into the pits they were nearly dead even. Going out of the pits, this time with Bowman and Roeseler up, they were still dead even. Using the power and top speed of the five-speed 400 CZ, Bowman pulled out about 15 seconds in the four miles to the first check over Roeseler's 250. After that he stretched it out to a minute. Bowman and Brooks picked up about $100 apiece for the win, while Roeseler and Wallingsford got $50 each for second overall and first 250.

Balentine and Winchell finished third. They had been up with the leaders until their pipe broke, killing the bike's top end. They rode the whole race on Bob's KTM, after Winchell had worked all week replacing a transmission that was only suitable for reloading shotgun shells and then seized the bike Saturday after riding only 100 yards.

Open Experts took the next four spots. Jamie Avels and Dave Wood (400 Yam) had a nice uneventful ride for fourth, followed by Rick Shirey/Heath Hibbard (400 Yam), Benny Padilla/Rich Mark (Yam/Suz) and Art Knapp/Howard McCasland (360 Hus).

Miller and Johnston finished eighth. Mike had seized his bike *(again!)* and had to ride Dean's Mono, which he didn't get along with very well. They garnered second 250.

Finishing 11th overall, Amateurs Allen Meek (KTM) and Ron Hedtke (Hon) swept the 0-200 class. Eric Spaeth and Gary Praster were leading but were passed by Tom Kelly (Yam) who had his spark plug break in half. Bob Romine had to go fetch him in order to continue on. Then Praster seized, leaving the win to Meek and Hedtke.

The Novice teams of Chuck Loyd/Dave Jensen (250 Yam) and Monty Lee/Neal Crane (250 Bul/Suz) battled for the entire six loops, with the Loyd and Jensen getting the nod by a slim margin.

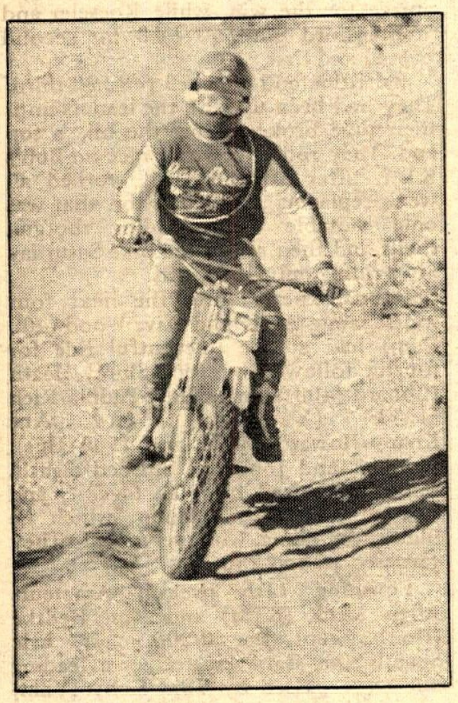
With all the space in the desert, Tony (25) Steffins and an unidentified rider behind are as close as two peas in a pod.

PHOTOS BY DALE BROWN

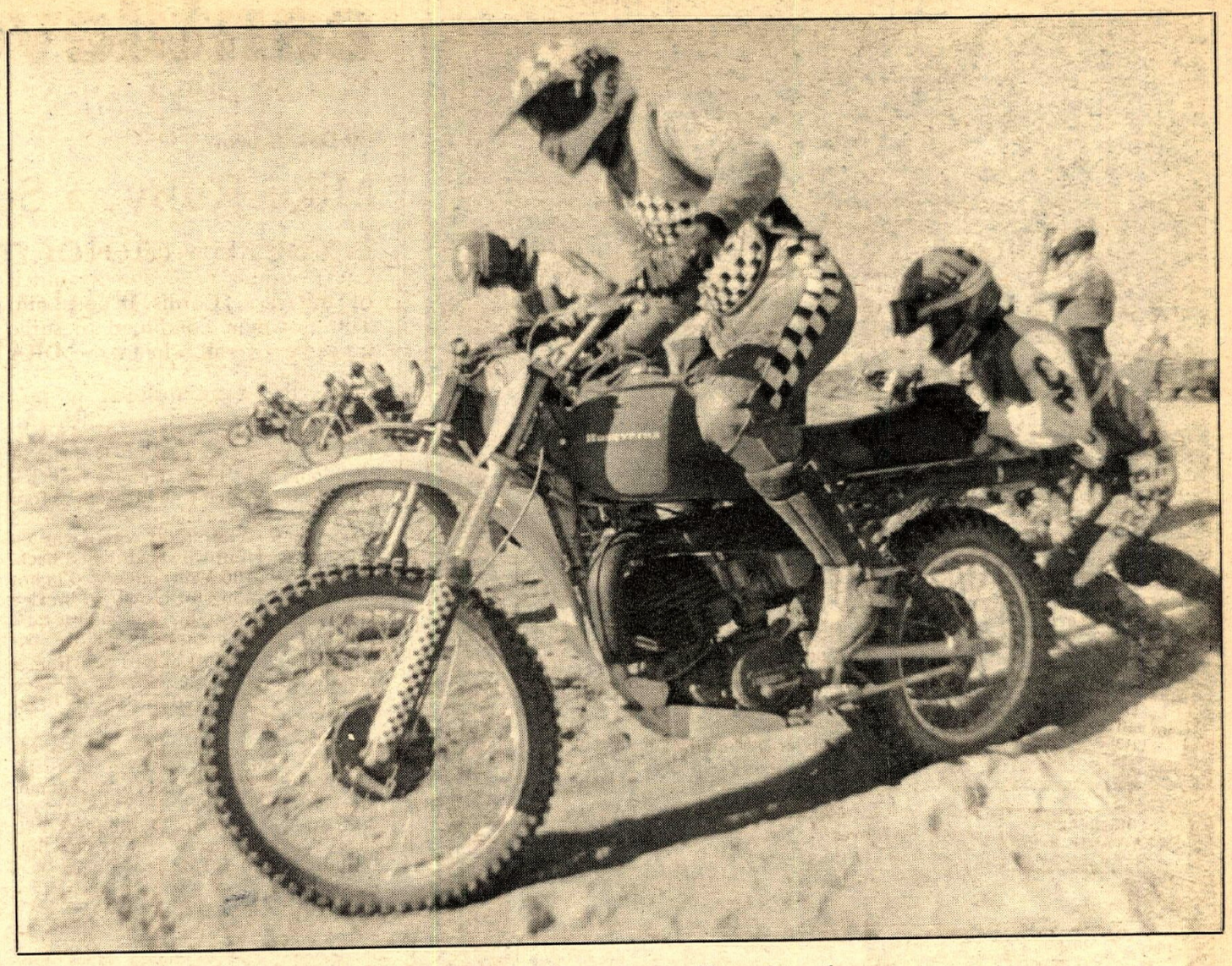
Despite the fast nature of the course, it was a 125. ridden by Jon Bates and Ralph Delius, who led the Beginners all the way and won.

The ladies had quite a dogfight going throughout much of the race and it wasn't really decided until a last-loop spill. Leslie Klug and Michelle Griffin (Yam/Hus) won. Chris Wallace (Suz) and Winona Richardson (Hus) finished second. It looks like Gus Paull and Leonard Jones (Yam/Bul) won the Senior class. But like all team races, the results herein are unofficial, so don't count your trophes 'til they've hatched.

Results in Results Section. ●



Cordis Brooks saw spectators ahead, knew it was time to change trails.



George Harvey kicks the Husky over again while Phil Stumbo grunts to get Harvey in motion. The pair suffered from the poor start, finished tenth.

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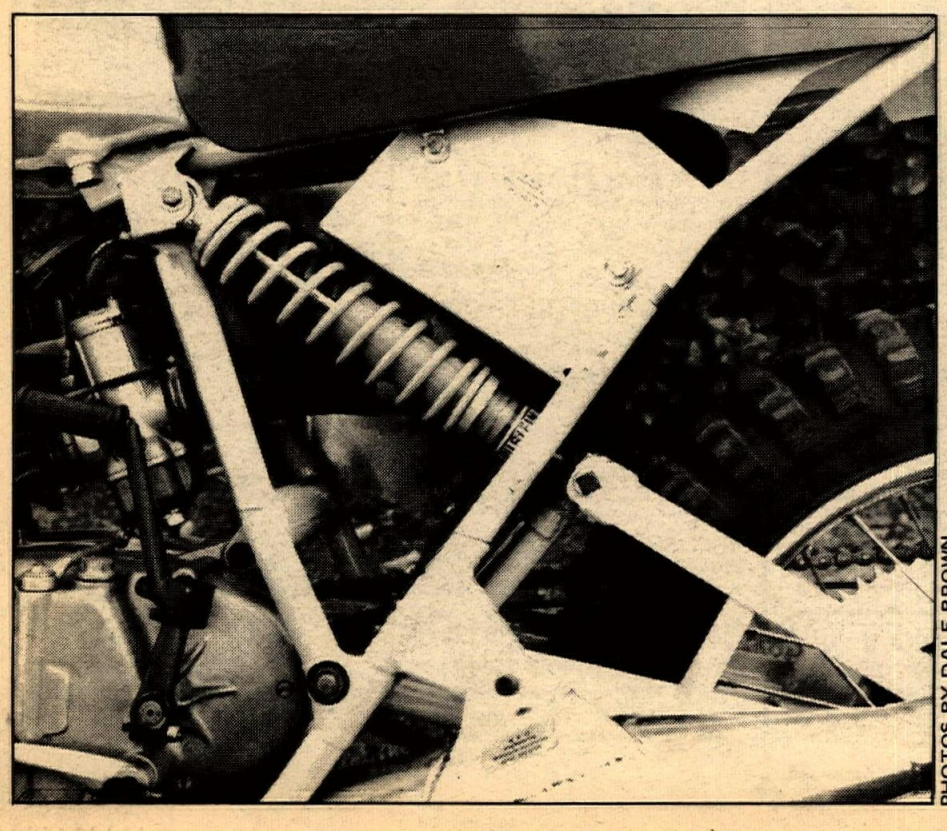
The Maico looks fast even when it's standing still. Note the air space between the tires and the fenders.

The Bilsteins are in a straight line with the upper part of the swingarm and the frame junction.



PHOTOS BY DALE BROWN

The baby blue cantilever Maico

By Dale Brown

Mike Ruby, a Southern California Expert motocrosser, has developed a cantilevered rear suspension on his 250 Maico. Looking

much like a monoshock set-up, there are instead, two Bilsteins mounted at a 45-degree angle underneath the seat. These modifications account for 8.25 inches of travel at the rear axle.

Mike was inspired by the German Kramer-Maico, which featured a very similar set-up. On the Kramer-Maico, the shocks were virtually parallel to the seat. Mike figured that if you brought the bottom shock mounts closer to the swingarm pivot point, you would get much more travel. So he drew up a design and K&G Engineering built it to his specifications.

Using the Maico swingarm, the top section was built of mild steel, with the bottom shock mounts 7.75 inches from the center of the swingarm bolt. The frame loop just underneath the tank/seat junction was gussetted and drilled to serve as the upper shock mount.

In order to handle all the travel in the rear, Ruby fitted a set of Bob Ottow-modified Maico forks with air-springing and extended tubes and sliders, yielding nine inches of front travel.

The seat was given extra padding by Don Memmot, who also made the seat top baby blue to match the frame and tank trim.

Other little goodies on the Maico include: a chain tensioner mounted just inches aft of the countershaft sprocket, Andre bars, and one of K&G's chromed expansion chambers.

Development

Like any new piece of machinery, Ruby's Maico went through a period of development in which original ideas and equipment were changed and modified.

After getting the engine sorted out — it's a four-speed 250 — Ruby took it to a CMC race at Saddleback to try it out. There he discovered that the 120-lb. springs on the Bilsteins were much too soft. In fact going down Banzai Hill, they bottomed so sharply that they sent Mike over the bars quite abruptly. End of first test. Springs of 140-lb. wind were tried. They were better, but 150-pounders were found to work best.

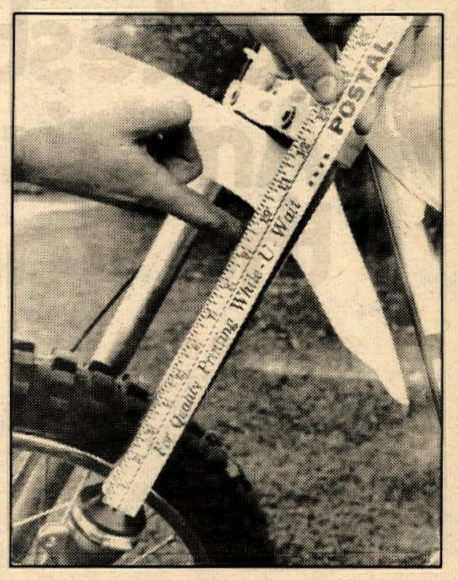
Another weekend test session revealed a couple of other faults. Mike's custom-fabricated air box was letting grit pass into the engine. Further inspection revealed that the bottom sealing plate under the foam element had only been tacked in three places. This was cured by welding it shut all the way around. Also the upper part of the triangular swingarm was starting to bend. It was later replaced by thicker rectangular tubing.

Racing at Hopetown brought out the fact that the air forks weren't working properly over small ripple bumps. While they absorbed the larger obstacles satisfactorily, little bumps sent the front wheel skittering. Abandoning the air springing for special S&W long springs of 30-lb. rating helped. Mike uses 300cc of 30-weight oil in each leg.

Riding impression

Unless you get a chance to ride the factory MX exotica that Roger and Adolph pilot, the first time you ride a Maico like this is somewhat unsettling. The seat is way up there at 36 inches. Because I'm fairly short, kicking it over was quite difficult. As with most Maicos, the kickstarter hangs up on the pipe.

Once onboard and underway, try a rough section, and you'll be amazed. Saddleback's start hill may not be all that bad, but on Ruby's Maico, it felt like it was paved. After a few runs up and down the hill, we proceeded gingerly onto the track. Although we were travelling somewhat slowly, due to the pilot's lack of MX-pertise, the bike felt great. The braking ripples that build up before corners went almost unnoticed, even with the throttle closed and the brakes on. Coming out of those



A full nine inches of travel are available in the front forks.

corners, the bike tracked well. Acceleration was steady, with no big burst of wheelspinning power, just an even buildup till it was time to shift.

As far as cornering the Maico, I preferred to take it way to the inside, turn the bars, then straighten up and blast out. According to Ruby, who's capable of higher speeds than I, the Maico will turn tight or on the berm, but it doesn't like to be leaned over and tracked through like some kind of road racer. It slides well though.

In conclusion, it's a neat bike. If nothing else, it's guaranteed to bring a lot of attention in the pits. People ogled the critter every time we took it out. Another advantage is that the shocks are inboard, out of the dust and mayhem present on a motocross course, which is much better for the seals.

It is expensive, though. Mike figures that to duplicate his set-up will cost about $325. That includes the forks, swingarm and frame modifications, airbox, shocks and the other goodies mentioned. It's expensive, but the Maico can double as a competitive racer and status symbol.

Where to get the goodies

K&G Engineering, 2545 San Fernando Rd., Los Angles, CA. (213) 222-8778. Swingarm and frame modifications, airbox and pipe.

Don Memmot's Upholstery and Top Shop, 417 S. Victory Blvd., Burbank, CA. (213) 846-2905. Re-padding the seat.

Ottow's Dirt Bike Werks, 15156 Downey Ave., Paramount, CA. (213) 531-8801. Fork modifications. ●

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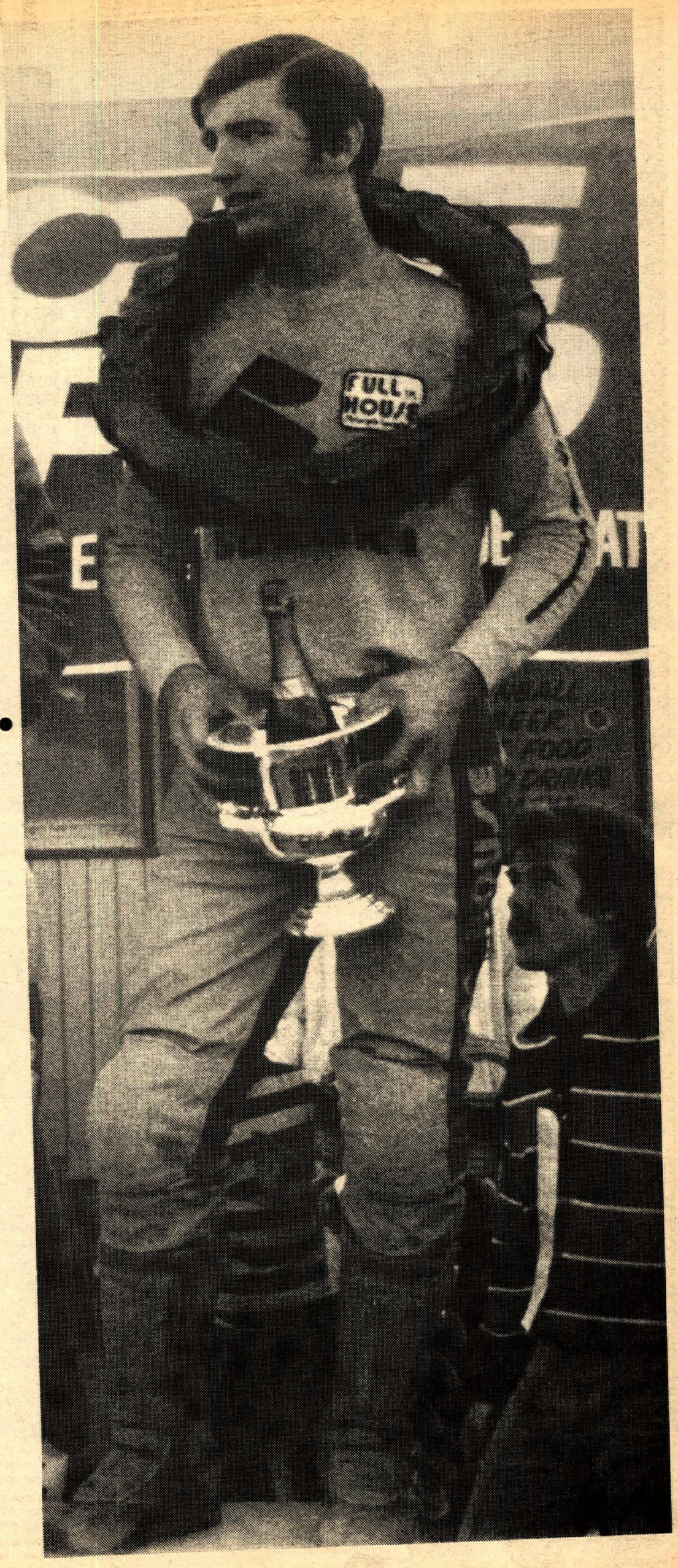

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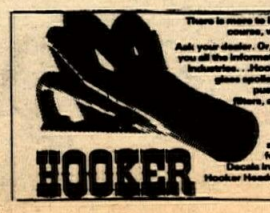

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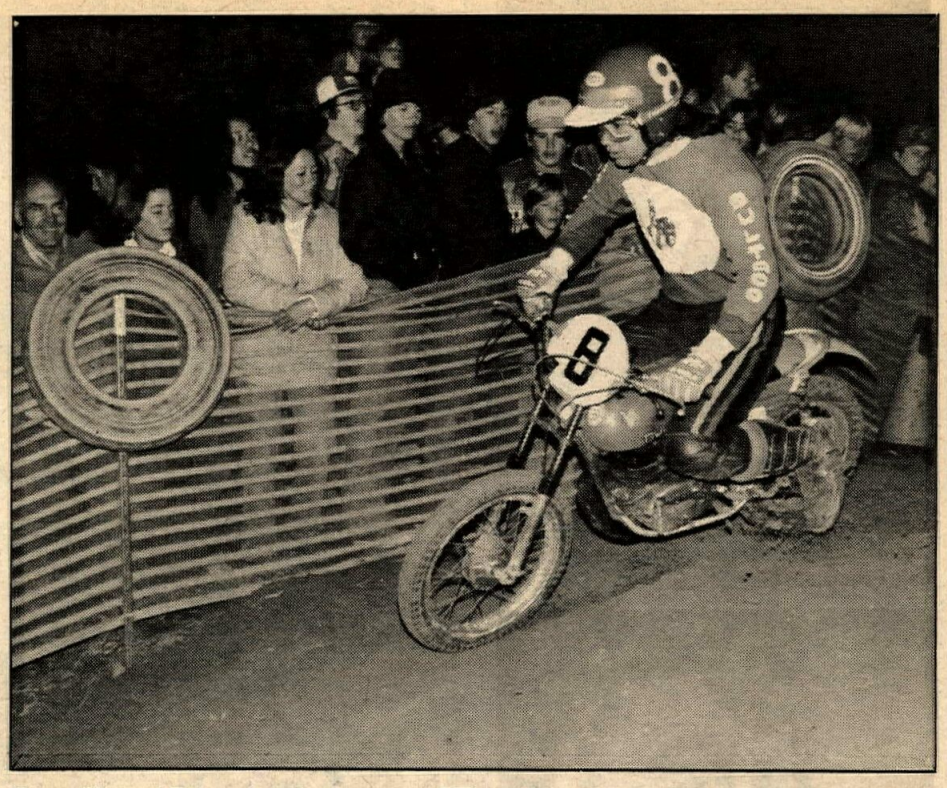


'Super Mongo' Tripes dwarfs the potent 250cc mini on his way to his first GP win.

By Jody Weisel

RICHMOND, CAL., NOV. 21

Marty Tripes poured the coals to his 250 Pursang engine and thirty foot roosts would envelop the hard working competitors on his

tail as the Richmond Ramblers World Minicycle Grand Prix thrilled an enthusiastic crowd of 1,000 rabid and slightly dog-eared motocross fans. The strange combination of National motocross stars and their mechanics taking a break from the Trans-AMA circuit along with teacup size machinery were the highlight of this cold night on the San Francisco Bay.

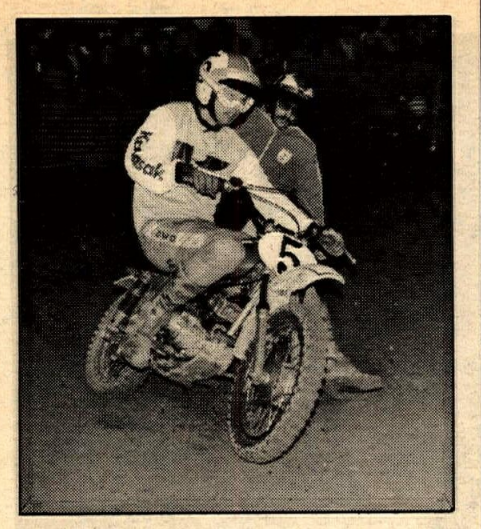
Marty Tripes, riding for injured John Savitski on a Bevo Forte tuned 250cc mini Bultaco, simply ran away with the main event after spending the evening picking himself up from more than one miscue on the bucking amalgamation of minicycle and mightly power. Tripes' mount was sponsored by Bob's Bultaco in Pennsylvania, which appropriately enough is located in the back of an undertakers office. The cream of the American Trans-AMA riders came to dice it out on the short one-quarter mile soft sand TT course. Defending Champion Jim Pomeroy was resting in a hospital bed following a get-off at an unimportant international race just one week before the big minicycle GP. Brad Lackey, Bob Harris, Grand National rider Rick Hocking, along with mechanics Steve Johnson (Semics), Eric Crippa (Howerton), Brian Lunnis (Grossi), Keith McCarty (DiStefano), Earl Lyons (Tripes) and Arne Beaman (Pomeroy) formed the heart of the American Minicycle dynasty.

Tripes' ride to glory came at the expense of the egos of riders on many of the more popular brands of mini-bikes. Lackey rode his famous Husonda, while the Team Suzuki mechanics were seated on one-off Suzonda's. Marty Tripes, who is unknown in Grand Prix minicycle racing, but had made a small name for himself in some less important stadium events, quickly spurted into the lead at the start of the 25 lap $600 purse main event. Steve Johnson on a Kaw 90 held second firmly in his grasp. Johnson had once tuned for a World Champion road racer and he made this fact known quickly by centerpunching an oil drum. With Johnson and the oil drum both dinged out of the race, Tripes' mechanic and teammate Earl Lyons took over second with Eric Crippa and Bob Harris making time on their 72cc machines. Lyons closed slightly on Tripes who was having problems keeping his bike off the pipe. If Marty hadn't been the fabulous Champion that he is the 48 inch wheelbased Pursang 250 could have come on the powerband and ruined his new leathers. With the exception of the wide sweeping first turn which Marty took at a heart wrenching full power broadside slide , his excursion of the course consisted of drag race sprints from one turn to the next. Lyons lost ground only to crash into the soft power robbing loam. The main event ended with a happy Marty Tripes saying, "Man, I'm tired. That thing is a bitch to hang on to." Minicycle GP tuner Bevo Forte, best known on the National MX circuit as 'Rent-A-Wrench' was ecstatic as his 50% wrenching arrangement would be quite substantial out of the $600 purse.

In the Mechanic's $400 Support class Eric Crippa held on best in a slam bang affair that made mechanics out of racers. The Suzuki mechanics team of McCarty and Lunnis engaged in a personal duel in the back of the pack that left the trees, ground, and fence bruised and battered. In a barely supporting class the moto-journalists and contingency sponsors lined up to embarrass themselves. It was easy for them as Moto-journalist Jim Gianatsis fresh off the Trans-AMA trail had the bad taste to run away and leave Moto-monthly editor Dick Miller and the rest of the floundering pack three-fourths of a lap behind. Baja winner Dick Miller, Kurt Kieffer of Bel-Ray and Don McGee of Scott goggles asserted themselves well and showed a lot of talent. Most of it was in tumbling and gymnastics, but talent should be applauded wherever it rears its head.

Next year's Grand Prix will probably be invitational as the horsepower war continues. Erv Kanemoto was seen out at the Livermore Trans-AMA near the pits of Tripes and Bevo. Could we see a Kawasaki triple wedged in next year? ●

Grand Prix



Steve Johnson (5) and Brad Lackey (7) styled, but didn't have it dialed on the San Francisco Bay.

PHOTOS BY JIM GIANATSIS

Rick Jones (left), Marty Tripes and Bevo bask in glory. Note the cylinder head fins which have been cut off.

Results

INTERNATIONAL CLASS: 1. Marty Tripes (Bul). 2. Gary Dring (Yam). 3. Brad Lackey (Hon). 4. Mike Faria (Hon). 5. Rick Hocking (Hon).

MECHANICS SUPPORT: 1. Eric Crippa (Hon). 2. Earl Lyons (Hon). 3. Mike Hershma (Hon). 4. Steve Johnson (Hon). 5. Keith McCarty (Hon).

NON-SUPPORT CLASS: 1. Jim Gianatsis (Hon). 2. Dick Miller (Hon). 3. Don McGee (Hon). 4. Kurt Kieffer (Hon). 5. Team Creamy (Hon).

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CMC RR: Fleming is hero

By John Ulrich

ONTARIO, CAL., DEC. 7

"That man is a hero," said Pat Manning as Lee Fleming pulled into the pits at Ontario. Fleming has just won $500 worth of fiberglass from Camber Company by clinching the 1975 CMC Super Cafe Championship.

Fleming's win in Super Cafe (a class for advanced rider on cafe machines) was his sixth in seven recent starts. He also won Open Production, and was second in Open 4-stroke GP on the same bike he used to win the Super Cafe Championship.

It was only last June that Fleming's motorcycle was destroyed in a disasterous 11-bike accident at Willow Springs. Cut, bruised, Fleming was left with a twisted hulk because of someone else's oil slick. But instead of giving up, Fleming rebuilt his Z1 and went racing again a few months later.

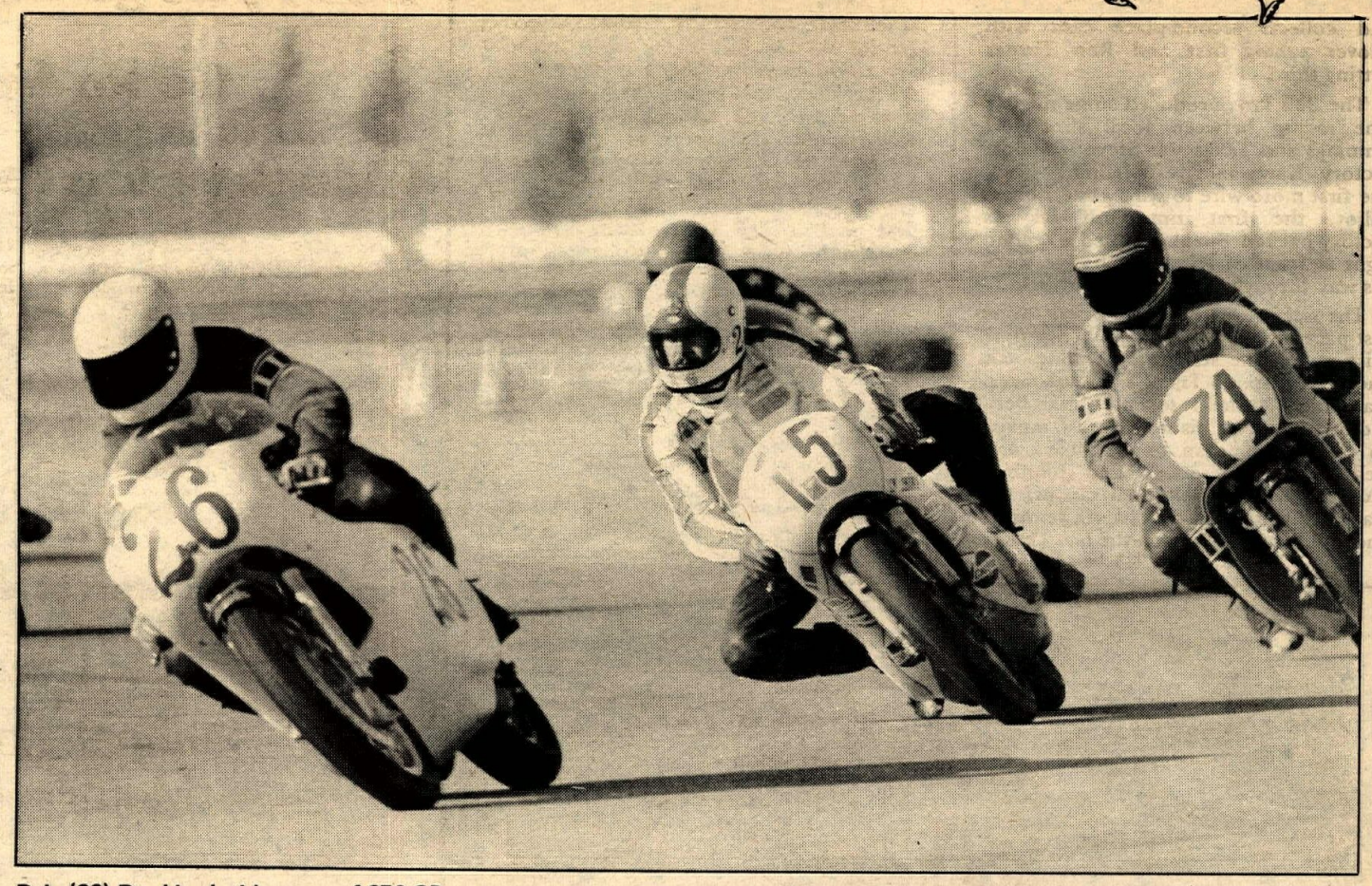
It seemed to take awhile for Fleming to build back up the confidence and speed he exhibited before the serious crash. But then one day Fleming was as gutsy — and as fast — as ever.

And today he won twice, finishing his last race of the day with a front tire completely bald on one side.

David Norton expanded the "dirt bike" trend in small-bore production racing, using a Montesa King Scorpion to win 250 Production. Bill McGrill's Bultaco Metralla took second, with several Yamahas trailing.

Dick Fuller has lined up Korbs Trading Post (a Levis store) as his sponsor for next year on the AMA circuit. To show them what he could do, Fuller took out an obsolete Yamaha R5 and won 350 Production against the latest and fastest RD350s in CMC road racing. Then Fuller used the same bike to take third in Super Cafe, a class filled with larger motorcycles. Next year Fuller will ride a monoshock Yamaha 250 for Korbs in the AMA nationals.

Philippe DeLespinay won 125 GP easily, using a Yamaha he has extensively modified. He said that the addition of AS1 street bike barrels, with porting, improved the power characteristics of his TA125. DeLespinay's runaway win proved his modifications to be significant.



Dale (26) Reed leads this group of 250 GP starters as eventual second place man Robert (74) Murray looks for the outside line.

David Emde won both 250 and 350 GP. In 350 GP, Harry Klinzmann led into the last turn after passing Emde on the last lap. But Klinzmann got on the gas too soon, and slid sideways off the track. While Klinzmann tried to get himself sorted out and back on the course, Emde shot underneath to the finish line.

In 250 GP, Emde led from the start. But Pat Eagan, the dirt tracker who first gained attention by road racing a 650 Triumph half miler last year, had his ratty TZ250 in third. Always before Eagan had been an also-ran on his GP bike, thanks to mechanical woes and handling problems. But here, as the leaders first hove into view on the long Ontario road course, was Eagan in a solid third place behind Emde and Vince Mead. Larry Koop and Robert Murray slipped past Mead and Egan on the next lap, which was Eagan's last. His bike broke again.

Murray passed Koop for second, and Mead settled for fourth. Klinzmann had fouled his plugs on the line, starting almost a lap down. He came up through traffic to take eighth at the finish. ●

Results in Results Section.

Glover, Jennings & Sherman grab first '76 CMC points

By Joel Jamieson

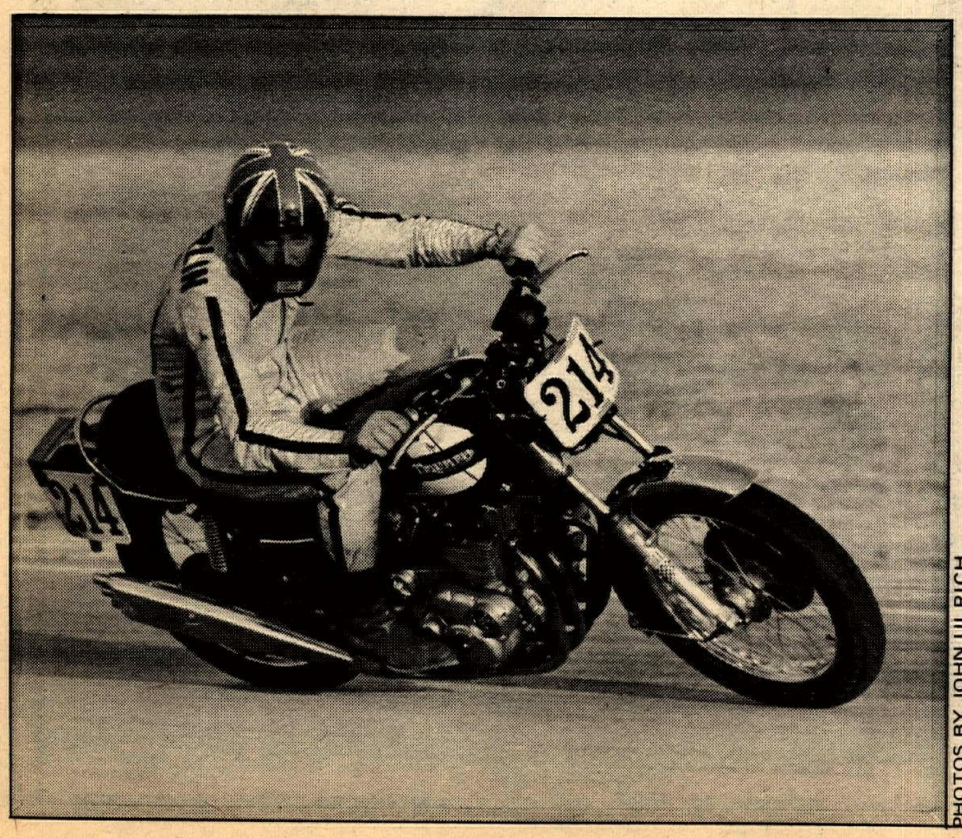
ORANGE, CAL., DEC. 7

Broc Glover, Jeff Jennings, and Doug Sherman all started the 1976 CMC points season off right with a win in the 125, 250 and 500 Pro divisions respectively.

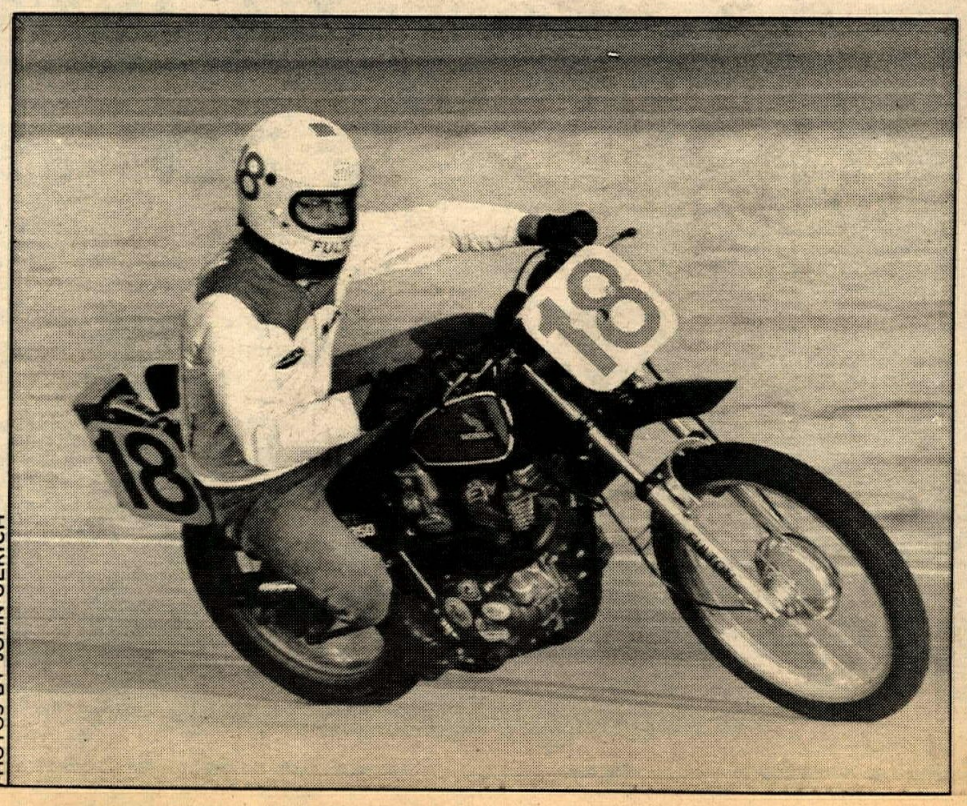
DG Performance started off the first 125 Pro moto in fine style with DG riders John Tessitore, Broc Glover and Don Bongiorno grabbing the top three slots at the start. Glover took over first on lap one with Bongiorno and Bruce McDougal (Yam) in pursuit. Glover then took a tumble allowing Bongiorno to lead momentarily before McDougal zapped him. Bruce started to move out, but Glover was up and charging. Broc put some of that DG power to work to get past McDougal right before Bruce's mount slowed with problems. Meanwhile Ron Turner had pushed his Suzuki into second. Another hard charger, Alan Smith on his FMF rocket, came from way back to pick up third.

The second moto found Dave Taylor on his Crown Cycle Yamaha out front before Glover moved in to take first. McDougal, running third, soon put it to Dave for second. Smith had gotten a good start and took over third slot. With Bruce way out front and McDougal out of it, Alan hangs on for his second third

And a merry "Bah, Humbug" to you, Jim Haberlin.



The Great Dirt Bike Invasion continues into the 350 ranks — Mark Fulton hanging off his XL.



PHOTOS BY JOHN ULRICH

and collects second-place cash with Glover taking first and Ron Turner getting third.

The 250 Pros produced some mighty fine racing between local shoe Jeff Jennings and Texas star Steve Wise on a factory Kawasaki. Jeff Jennings took the first moto wire to wire while Robert Elliot, the first time out on his factory-backed Suzuki, pulled a second right in front of Wise, who had to work his way through traffic to earn third.

The second moto was where some fast-paced action went on. This time Wise pulled the start and Jennings was back a few spots. Track & Travel racer, Val Tamietti held second. Mike Bell, looking good on his new Husky, moved to third. Val began to drop back and Bell moved to second and Jennings moved to third. Bell then ran off the track while trying to hold off Jennings and Jeff soon focused on the hot Texan, Wise. Steve and Jeff are as close as you get for the last half of the moto and it was some super handlbar banging going on between the two. Jennings tried hard to pass the Kawasaki racer but Wise rode his Texas heart out and took the moto win. It was too bad that after such a good ride Wise had to settle for second overall with Jennings getting first with a 1-3 score. Right in the shadow of the top two, Robert Elliot collected third.

Wheelsmith rider, Doug Sherman took the 500 Pro class after teammate Jon Derhammer fell back while leading the first moto. Jon had bike troubles first moto but put it to 'em the second time taking the moto win, but out of the overall placing. Part of Team Japan, Masaru Ikeda (Suz) put together a couple of thirds for second, while Jumpin' Joe Johnston took third. ●

Results in Results Section.

Alan Smith scored a second behind Broc Glover at CMC Saddleback.

Texas star Steve Wise gets treated to some close California companionship by Mike Bell. Wise tallied second behind Jeff Jennings in CMC 250 Pro action.

PHOTOS BY JOEL JAMIESON

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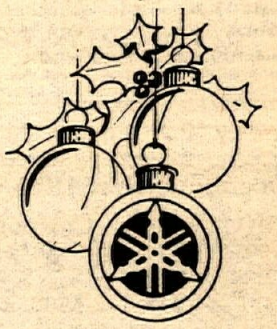

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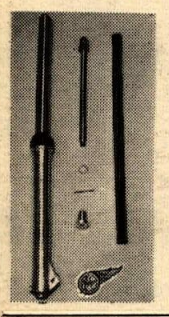

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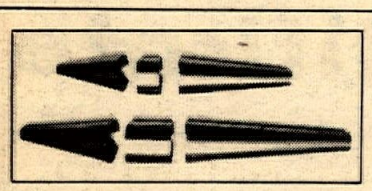

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Dale Anderson leads the 250 Pros, while No. 22 tries to remember his smoothness lessons.

The survivors win

By Mike Yada

CARLSBAD, CAL., DEC 7
Survival was the name of the game at AMC's Carlsbad motocross as many of the top Pro contenders dropped out either to mechanicals or bad luck. Jeff Szueber put it all together on his Cycle Stop Mono to outlast the rest of the 250 Pros. Richee Collins raked in a final moto win to nab the 500 Pro overall on his Collins and Sons' KTM machine. Dennis Curtis buzzed his way around in very, very smooth fashion to top the small 125 Pro class.

Westminster Cycle's Jeff Borden put his power-house Maico to work as he swept the first 500 Pro moto from start to finish. Collins slipped in for second after working past CRT's David Gerig (Hus) early in the moto.

Gertig led the opening laps of the second moto, but lost his lead when his Husky died going down the score tower straight. That left Collins alone to grasp top spot. Borden couldn't quite catch the swift KTM kid, as Collins broke loose to take the overall by a wide margin. Lynn Vick moved into third when Gerig lost spokes out of his Husky's front wheel, but third overall went to Kastner with a 4-4 score behind Collins and Borden.

Aboard a fresh new RM 250, Dale Anderson leapt into the lead in the lead-off moto of the 250 Pro bash. Anderson's lead was cut down to one-and-a-half laps as MCE's Scott Montgomery sailed past the Oceanside Suzuki rider. In the meantime, Jeff Szueber was berserking it from a sixth place start to finally rest in third.

Anderson began to fade, allowing Szueber a shot at a rapidly disappearing Montgomery. It appeared that Montgomery couldn't be stopped, he kept pulling away from the pack except for his engine. WFO on the seventh lap heading up the hill was when his engine called it quits and "snapped."

Szueber breezed his way into the lead, while Tamali Smith also broke while holding down second. Second at the end of the moto was Kaster, a faint 45 seconds behind Szueber.

Anderson repeated his first moto performance with another holeshot, this time leading for nearly half the moto. Szueber steadily worked up on Anderson, finally getting by him in the backsection. Steve Montague (Mai) held down third for Collins and Sons, just ahead of Chuck Rouse (Hus). ●

Jeff Szueber outlasted the 250 Pros at AMC's Carlsbad Survival Training.

Richee Collins doesn't care how the heck they do it at Ascot. He took first 500 Pro at AMC Carlsbad.

PHOTOS BY MIKE YADA

Penhall takes up MX at AMC

By John Bethea

EAST IRVINE, CAL., NOV. 19
The American Motocross Club switched back to Wednesday evenings for the regular program at Orange County International Raceway, but a few folks missed the word and didn't show up. Those that did numbered slightly more than 60.

In the 125 Pros Mark Tyer (Hon) made a comeback after scratching during practice and achieved the overall victory with Mark Asbury (Yam) runnerup. Paul Schones (Hon) broke down in the second moto and he had to settle for third overall. Dale Anderson (Suz) and Dave Foltz (Suz) won the 250 and 500 Pro categories.

Speedway ace, Bruce Penhall, trying to keep in shape and dabbing into an unfamiliar form of racing, won the Open Beginner on his CZ with wins in the final two motos after a fifth in the first round almost had him out of the action.

DeDe Cates, sponsored by Miller-Mano, took the Mini Beginner class, winning all three motos. The young lady is a regular at AMC events at OCIR. ●

Tidwell still dominating Elsinore

By Andi Gangewer

ELSINORE, CAL., NOV. 22
Fourteen-year-old Mike Tidwell again dominated Elsinore's TT, winning three classes plus the Buddy race.

The first class that Tidwell (Yam) won was the 125 Expert race. Mike had a great lead all the way in moto one. The closest racer was Don Acker (Hon). No one could touch Mike and he rolled across the finish line as if there hadn't been a race. The next moto was a rough one for Acker. After the flag was thrown and Tidwell took his place at the head of the pack, 16-year-old Jim Spiegle darted into second, holding Acker to third, but not for long. Acker found a hole and slipped into second to remain there until the finish.

Need I say who won the final moto? Yep, it was mighty Mike who again popped off the line first and coasted across the finish in first. Spiegle didn't show up for the last moto so the second spot was a battle between Acker and Jim Ingersol. There was no change in any of the positions as Tidwell, Acker and Ingersol finished one-two-three.

With a great group of 250 Experts to challenge Tidwell, he had to work a little harder for this victory. Ron Sheets was first off the line followed closely by Tidwell and Joe Steffen. As they wound their way through the esses and over the jump it was Tidwell out front again. Sheets still held second and Steffen third. A lap later, Greg Zehner (Yam) had moved into second and Steffen was now in third. Sheets had drifted way back to seventh. Moto two was much the same as Mike took his usual place at the front and let the others follow him, and Greg was second and Steffen third. No change was made in any of the positions and moto two came to an end as it had begun.

Zehner had had enough of taking a back seat to Tidwell. The green flag flew and this time he was out front. Mike tried all the tricks in the book, but Greg wasn't about to give up his lead. They finished this way: Zehner, Tidwell, Dean Meyer and Steffen. Mike took the overall.

Tidwell came back to score a clean-sweep win in the Special Expert class. Not yet tired of riding, he also swooped the Buddy race. ●

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THE ENDURO SCENE

December 13 and 14 will determine the District 37 Enduro Number One plate as the California Enduro Association hosts the two-day Last Chance Enduro. With double points at stake a number of riders could take the coveted plate. Husky rider Tom Spurlock is holding on to number one going in on the strength of his back-to-back wins in the Cal State 100 and Tuff E'Nuff enduros. Moto-journalist Dave Ekins is not far back in second with young Rick Munyon on a MR-175 Honda breathing down his neck. It's a tight race but with double points anything can happen. They don't call it the Last Chance for nothing.

1976 Rules

There are a number of important rule changes for District 37 next year. One of the most important is the establishment of the 0-200cc/201-Open classes. This is more fair to the smaller bikes who usually run at a very large disadvantage in competing with the bigger bikes for points. If enough interest is generated, perhaps for 1977 three classes can be established.

Another major change is the establishment of a Women's Division in enduros. The "C" class this year certainly paid off with increased entries and if properly promoted, the Women's Division will also help. For you women who are interested, you can obtain your enduro card through the Women's Division steward, who for 1976 will be Sue Hall. The new rule books will be printed by the time you read this and her address will be in it.

One change which the Competition Committee snuck through at their November meeting was to cut the number of point paying enduros to 50% of the total number of enduros instead of just dropping two per 1975 rules. The reasoning behind the decision was to try and make it fair for the riders whose clubs promoted enduros, especially for those who promote two-day enduros. I agree something had to be done but dropping three instead of one half of the total might have been better. Dropping half is fine when you have 40 races a year like the desert racers, but when you only have nine or ten, half seems pretty drastic. But it's done and we'll have to live with it for a year and see how it works out. Maybe in 1976 more enduro riders will get involved with enduro rule recommendations and not depend on the Competition Committee to do it for them.

Incidentally, Maury Tiehen of the Checkpoints M.C. is the 1976 D-37 enduro steward. Maury has some good ideas for the sport and I feel he will do a good job. He takes over from Nate Sciaqua of the Dirt Diggers who will probably go back to motocross on his DT-1.

El Paso/Red Mtn. BLM Draft Plan

The BLM extended the comment period for the El Paso/Red Mtn. Draft Plan until January 15. I know all of you concerned enduro riders wrote expressing your disappointment in the general lack of planning in the plan but just in case you didn't, why not do it right now? If you put it off, you know you *won't* do it . . . You don't even have to type it, just a nice handwritten letter will do. Send your comments to: BLM, 1695 Spruce Street, Riverside, California 92507.

Legal Defense Fund

The Legal Defense Fund Task Force has expanded to include D-38, S.C.O.R.E., DRA, and other on the ball organizations. We must unite to keep the land open and finally it's happening.

Incidentally, the United Enduro Association is promoting a Legal Defense Fund Benefit Enduro on February 8, 1976 at Lucerne Valley. The family-style enduro will feature prizes (many, many) and an enduro school by the factory Honda Enduro Team on Saturday along with a trials demonstration by some of Southern California's finest trials riders. Sounds like a good cause (I admit it, I'm in the UEA, and it's a plug) for all of you to help out with. Court cases cost money but they are really the *only* way where we have a chance to win. UEA promises a good easy family enduro and a lot of fun. You can call (714) 871-9677 for signup info.

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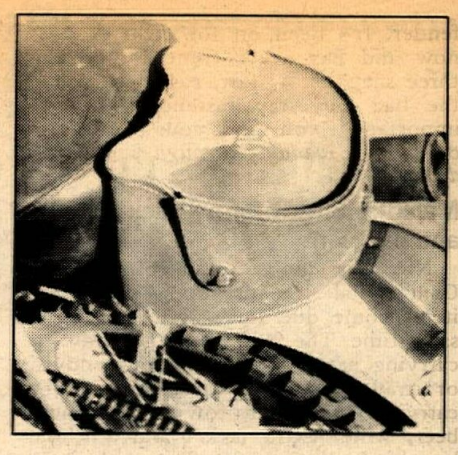
The Old Enduro Squid has been hard at work checking out goodies so you will know they are OK before you lay down your hard earned cash for them. Got some good ones so read on . . .

Malcolm Smith tool bag

This bag is right fine. I needed a bag that would hold all of my assorted tools, extra shift levers, master links, wire, etc. – and be easy to get into while the seconds are ticking away



during an enduro, or qualifier. Malcolm's bag mounts on the rear fender behind the seat and blends right in. It comes with three leather straps, but the straps allow too much slop and allows the bag to flop around. Some plastic ties instead of the leather straps fixed things along with a bolt/washer combination through the bag into the

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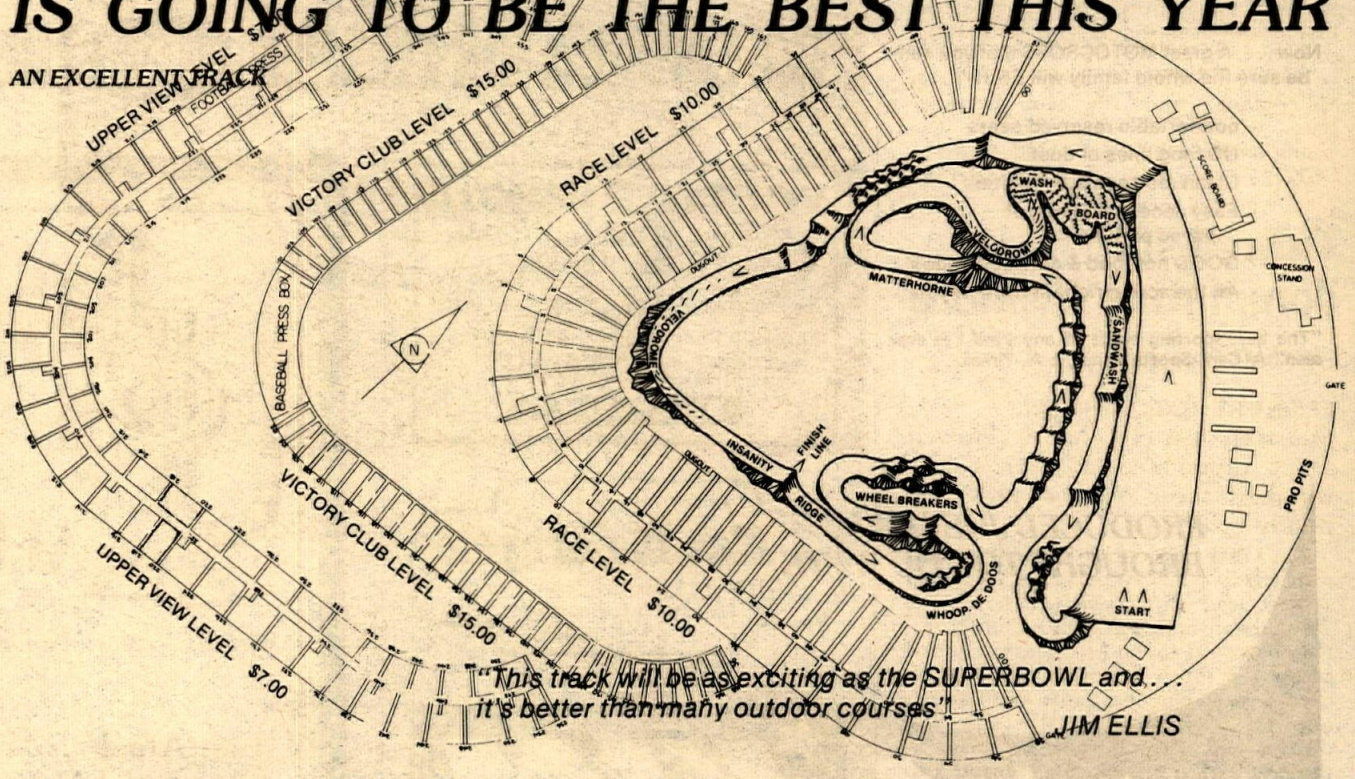

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Malcolm Smith fanny pack and canteen

No this ain't a Malcolm Smith Commercial. It's just that I had these items come due for a write-up at the same time. The fanny pack is handy for carrying extra goodies on long enduro or trail rides. I've used mine for carrying Seal n'Air, tow ropes, lunch, beer, wine, extra jacket and a whole bunch of other things. The pack tucks right on your butt (that's how it got its name) and doesn't interfere with my riding. I even carry it empty so I can stuff my Back Country jacket into it when it warms up later in the day. The pack is made by Back Country and distributed by Malcolm. It is made of very high grade nylon and has shown absolutely no signs of wear. The nylon belt is adjustable and comes in varying sizes (Check Malcolm's catalog.) The canteen comes with the pouch sewn onto the belt or slides on. Mine is the slide-on but I recommend the sewn-on style. The slide on works OK but the canteen sometimes has a tendency to slide around a bit. The plastic canteen holds enough water for an emergency and is held in the pouch by an easy on/off snap. You can buy the canteen/pouch separately and carry two if you desire. It's a good idea when riding in the desert or Baja. You just never know when you might need that extra water.

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Earl Reinoehl has a unique shop out in Orange County. He has the facilities to turn brake drums with the wheel and tire still on. I had a rear brake spring fall out and gouge the hell out of my rear

hub. Normally this would mean a new hub with the additional hassle of re-spoking, etc. Earl just mounted up my wheel, set his specially designed lathe up, and in just a few short minutes, my drum looked as good as new. Aha you say! Now the brake linings will be misaligned! True if I was using stock linings, but Earl also makes linings for motorcycles. Earl mounts the linings on your shoes using a special bonding process which he has developed over the years. Then he sizes the linings to the drum using another machine which he built especially for motorcycle brakes. The brakes have worked very well but try not to get them in water. They seem to suffer when wet (most brakes will). Earl also can install new drums in place of ruined Bultaco chrome drums at a price considerably less than new hubs. He will also check your bearings while the wheel is off and install new bearings for the price of the bearings if yours are bad.

Earl is the west coast distributor of the Reeder Gaspring which is currently the subject of a product evaluation.

Skyway "foam fit" goggles

Mfg: Skyway Recreation Products
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These goggles are the answer to the rider who has been looking for a decent set of goggles that will fit over his glasses. I have to admit the first time I saw them I thought they looked weird!

Now much later I *still* think they look weird. But it doesn't matter, they work and that's what's important. I have a couple of friends who have a bad time when riding in dust because they usually ride with just glasses. After trying these goggles they are totally sold on them. The unique design utilizing the lightest material around, foam, for the major lens support is simple but ingenious, as most good designs are. They come with clear or dark lens and differ in that they are not a one piece lens, but come in two separate pieces which are easy to install through the back of the goggles. Instead of the conventional strap holding the goggles to the head, they utilize velcro strips to hold the short strap onto the helmet on each side. In unusually dusty situations the foam can also be lightly oiled with baby oil to catch the dirt just like your foam air filter. To avoid lens fogging, just drop a couple of drops of liquid soap on the lens and buff dry. Not bad huh? At $6.95 they are priced right. I first thought they were overpriced as the material couldn't have cost hardly anything. Then I found out *how* much equipment costs to mold and cut foam and the price is very reasonable. Anyway, the goggles are excellent and I am glad to recommend them to you.

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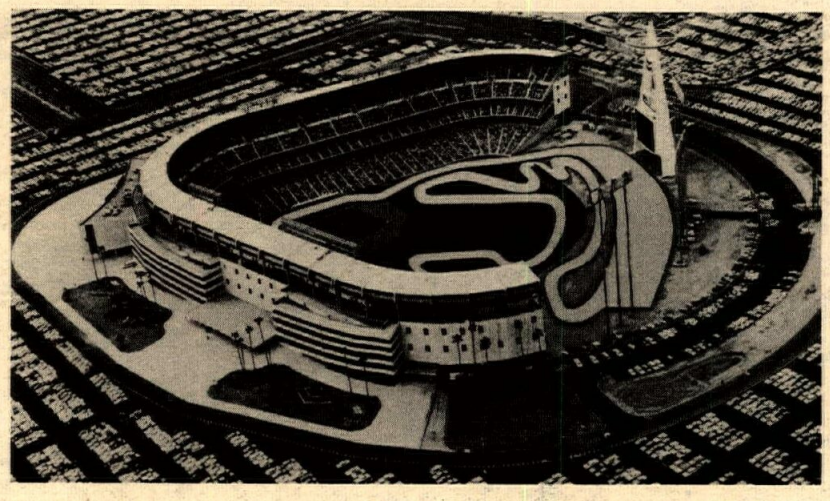

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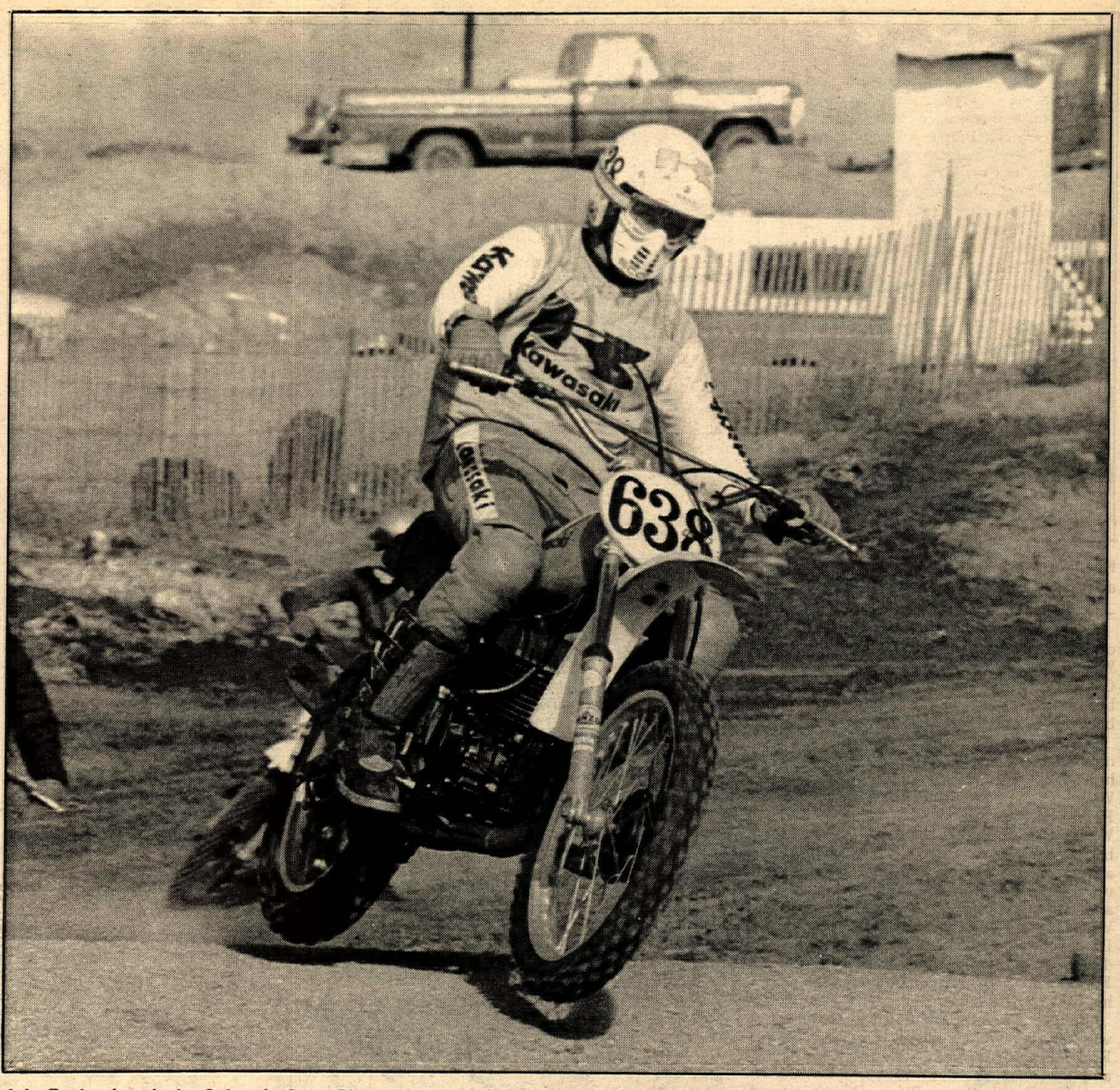


PHOTOS BY ACTION OZ

Arlo Englund took the Colorado State Championship and then came back to win the Support class as well.

Englund rocks Rocky Mountain open

By Action Oz

COLORADO SPRINGS, COLO., NOV. 30

Aztec Raceway Park was voted, by the S.R.A.C. riders, to host the Colorado Open Class MX Championships. Aztec is a super fast sandy course. Even though the temperature was low, most of the riders were hot. Especially Arlo Englund (Kaw) who cleaned up in both Open motos. The first moto saw Gary Glasenapp give Arlo a good run and then, just as happened at Berthoud a few weeks ago, a flat tire ended his bid. Jack Todd was around to take up the slack and Arlo kept it on the gas for a first in this heat.

In the second moto Wild Bill Ferneyhough got the scratch and off he went only to lose fire after the sweeper and had to park it. Meanwhile back on the track, things were warming up a bit as Arlo Englund took the lead with Glasenapp giving him a repeat of the first act. This time Gary's tire did not let him down and he kept the pressure up the whole 30 minutes. It was Arlo's day as he didn't make a mistake and rode flawlessly for another win and the State Championship.

The 250 Support motos were top caliber also as the cold weather must have inspired the talent to test their endurance. Arlo Englund rode this one also with the same results. First in both motos with Albert Firestine staying on his rear wheel for at least half the moto before Arlo pulled away. For a while it was a three man race for second with Firestine, Jim Wicks and Richard Dostoll just seconds apart.

The event was very well run with the classes lining up and getting off the line on time in each case. With only one restart and no one hauled away in the bone wagon it's the least you could ask for. ●

Results in Results Section.

Houston doubles Cen-Tex MX

By Gary Hansen

CAMERON, TEX., NOV. 16

Youthful Yamaha pilot Chuck Houston swept to victory in two classes on the wide open Cen-Tex Motocross Park course. Houston ran away with the 250 and Open Junior classes to upset a field that included Jerald Moszee (Yam) and Ronnie Lovell, who placed first Novice.

In the 125 Junior class Greg Jones (Suz) took the win over the Honda and Yamaha of Nick Cordova and Bill Rouse. The Mini class saw the Houston family continue their winning ways with Bucky and Brett going XR to YZ all the way. Bucky Houston took the overall with a last lap pass. ●

Wheeless lashes Lockhart Experts

By DeWitt Henderson

LOCKHART, TEX., NOV. 23

Mark "Marty" Wheeless beserked his trick YZ 125 Mono to take the fast 125 Expert class in one of the wildest and wooliest races Southwest Motocross Park has ever seen.

Rick Reed (Hon) of San Antonio pulled a fantastic holeshot to lead the 125 Experts into the first corner, followed by a pack including Henry Evans (Hon), Derry Gardner (Yam), David Daniels (Yam) and Spencer Clauss (Yam) of Seguin. Mark Wheeless began his fantastic ride starting from dead last. Within five laps, Wheeless had overtaken a flying David Daniels, who had inherited the lead after Henry Evans crashed. Once Wheeless was past him, Daniels tried furiously to regain the lead, and hung onto him for two laps. Then on the last lap, a few corners from the finish, Daniels cut inside of Wheeless going into a berm. Wheeless and Daniels tangled bars and Wheeless dumped it right in front of Daniels. Wheeless got up and took off, but by this time Daniels had backed up and gone around him. Daniels had a 10-foot lead and victory in hand, but he crashed into the fence

Keeping warm and going fast is a Rocky Mountain art.

on the last corner, and a surprised Mark Wheeless took the moto win. Spencer Clauss blasted through the checkers before the angry Daniels could pick it back up.

The second moto was almost a repeat. Rick Reed got another huge holeshot, with Daniels at mid-pack, and Wheeless again in last. Within a few laps, Reed had dropped to fourth, and Wheeless had taken the lead, followed by Daniels. Wheeless wasn't fooling around, and by moto's end he had built up a 100-foot lead, followed by Daniels and a fast closing Derry Gardner. Wheeless took the overall, followed by Daniels with a 3-2 score, Gardner with a 4-3, and Reed with a 6-4 finish. Ronnie Foote won fifth place money in one of his first Expert races.

Believe it or not, the 250 Expert class was nearly as spectacular. San Marcos' Ricky Pilgrim brought out his YZ Mono and holeshot the first moto, followed very closely by Bryan Briggs (Yam) and Robby Hernlund (Hus), both of Austin. The three were really dicing it, and after about three laps Pilgrim ran off the track, gassing it a little too much to hold off Hernlund and Briggs. Briggs took the lead and held it until moto's end. Hernlund was a secure second, and Pilgrim worked his way back up to third.

Pilgrim grabbed the lead again to start the second moto, with Briggs and Hernlund close behind. Hernlund passed Briggs in the early going, and appeared to have second place. Briggs repassed Hernlund, but bogged it in a corner, so Hernlund moved into second again. Hernlund must have known that if the order stayed the same as it was he would get second overall, because he really started pushing Pilgrim. Two corners from the checkers he tried to cut inside, only to slide down. That gave Briggs the overall with a 1-2, followed by Pilgrim with a 3-1. Hernlund's crash dropped him to third overall via a 2-4 score, and David Stearns (YZ) took fourth with a 5-3.

Roger Brown recovered from last week's crash at Austin and won the Open Expert class with relative ease. The New Braunfels ace hooked up his 400 Yamaha off the gate in both motos, leading from wire to wire. Robert Reynolds (CZ) of San Antonio had other ideas about who was going to take the $100 first place cash, but he never could quite get by Brown. Stuart Williams (Hus) of Austin put in two good rides for third overall, followed by ageless Bill Kasson (YZ) of Austin, who claims that his battered Yammie is "just an old Ford." The Round Rock Rocket, Milton West, had fifth in hand until one of Lockhart's mesquite thorns deflated his riding abilities, leaving that position to Stacy Howle (Bul) of Austin.

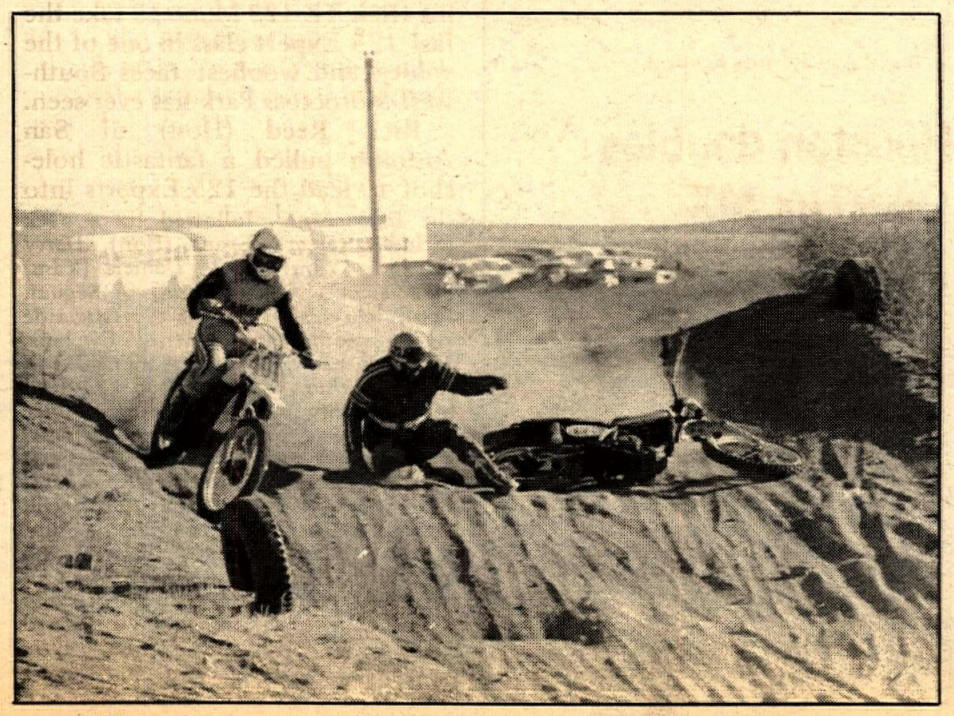
79 Novice riders signed up to race, with (what else?) the 125 Novices being the largest class. Jeff Frazier (Hon) took that class with a 2-1 finish, after Kirk Hanna (Yam), who has just moved up from the minibike class won the first heat. Hanna took second overall.

Troy Patterson of Austin (Suz) won the 100 class in what many considered to be an upset. Kevin Horton (Hon) has won this class many times, but Patterson won with a 1-1 score. Jack Beckham (Suz) was second with a 3-2 score, and Horton took third after a 2-3. Fort Worth's Brian Wilson won the 250 Novice class with a pair of wire to wire wins, and Austin's David Wallace (Hus) won the Intermediate class with an identical score.

The Open Novice class was really mixed up. Austin's Jim Hohlt (Mai) came out on top with a 2-2 score, after Kent Kottler overcame a bad start and won the first heat and Mike Mollere (Hus) won the second heat. Kottler (Mai) won the first heat after passing Mollere and Hohlt. Mollere fell and finished sixth. Hohlt took second, followed by Austin ace Lee Biggart (Yam). Mollere came back and won the second moto, followed by Hohlt. Kottler had bike trouble in that heat and placed fifth, but still came out with a second overall due to a 1-5 score. Mollere was third with a 6-1, and Biggart took fourth with a 3-4.

Results in Results Section. ●

The rider slid in safely, but the bike was out.



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Opinion

The AMA's big professional payoff.. Big time motocross may be in more trouble than anyone imagines

In the sport of professional motocross, the old saying "the rich get rich and the poor get poorer" really applies. The present AMA system is unjust in that it overly rewards a few professional riders and leaves the rest with nothing.

Every year the sport of professional motocross in the United States gets bigger and bigger. There are more Nationals each year with increased purses for the classes. Events like the Yamaha Super Series, Super Bowl of Motocross, and other stadium type races are becoming increasingly popular for the spectators and more salable to sponsors and media like television, also bringing an increase in purses. The only problem is, while the popularity of motocross seems to be growing, the quality of the competition is getting worse. In the long run, professional motocross is going to suffer.

1975 was the last of the Inter-AMA Series. European riders stopped coming over for the Series, so the spectators stopped going out to see the races, and no promoter wants to put on a race that is unprofitable. Besides, everyone reasoned, why do we need another International series in the United States when we have the Trans-AMA Series? The Inter-AMA Series would still be a popular series if the best 250cc riders in the world came over for it.

Now that Trans-AMA Series seems to be heading down the same road the Inter-AMA Series went. This year's Trans-AMA Series only had a token entry of International riders, and if it wasn't for U.S. Suzuki paying the expense for Roger De Coster, Gerrit Wolsink, Kojii Masuda and Masaru Ikeda, the Series would be no different than a National race. Next year perhaps there will be *no* International riders in the Trans-AMA. Imagine the Trans-AMA Series going down the tubes, just like the Inter-AMA went, because no one wants to see the same American riders they can see at a National.

There were numerous reasons why this year's Trans-AMA Series was attended by so few International riders. Yamaha was busy with inner-company politics, the Maico riders were injured, the Husky riders wanted a rest. But when you get right down to it, the main reason was that no one can afford to come over any more. To make any money racing the Trans-AMA Series, a rider has to finish in the top ten each week, and these days the American riders are just too quick to let the International riders fill up the top ten like they used to. Riders like Ake Jonsson and Hakan Anderson went to Australia this fall for a series where they knew the competition was easier and they could be assured of at least making their expenses.

The present AMA purse structure only pays off big to the top ten riders at a Trans-AMA or a National event. Those top ten riders are the only ones who make a profit each week. The payoff structure then goes down to 20th place overall, but only paying enough for a rider to make his traveling expenses. In no way is it enough to pay the cost of bikes, parts, vans, mechanics, and living expenses. The irony of the whole payoff system is that out of the 40 "professional" riders in a National or Trans-AMA race, only ten make any money, ten more might make their traveling expenses, but half the riders go home with no money at all (that's if they can afford to get home) and these are all supposed to be professional riders who make their living racing motocross.

That's the reason why this year's Trans-AMA has so few International riders. There are many good European riders who would like to race the Trans-AMA, but just not enough places are paid off. It works the same way for American riders at the AMA Nationals. There are a lot of fast local riders who would like to follow the National circuit and improve even more, but they can't afford to do it. What all the Trans-AMA and National races turn out to be are battles for the top positions among the factory riders, with the rest of the entry filled out by riders who came up with enough money to race a few of the events for the fun of it.

The purses need to restructured so that everyone in the 40 bike entry at a National or International event will make enough money to at least pay their expenses. That way the best riders in the world will want to race the Trans—AMA Series, and the best riders in America can afford to follow the National circuit. Present qualifying systems will still be used to sort out the talented professional rider from the untalented local hot shoe. The end result would be the best possible racing.

A typical National Motocross or Trans-AMA purse is $20,000 and pays down to 10 or 15th place per moto and 20th overall. If only $10,000 were paid out in a similar purse structure, the remaining $10,000 could be paid out as starting money to all the riders entered. In a 40 bike starting field that works out to $250 per rider, enough money to keep a pro rider, his bike and mechanic on the road from one week to the next. For the sake of simplicity, the Support class purse has been left out of this example, because the Support class is supposed to be made up of local riders and not sponsored factory efforts.

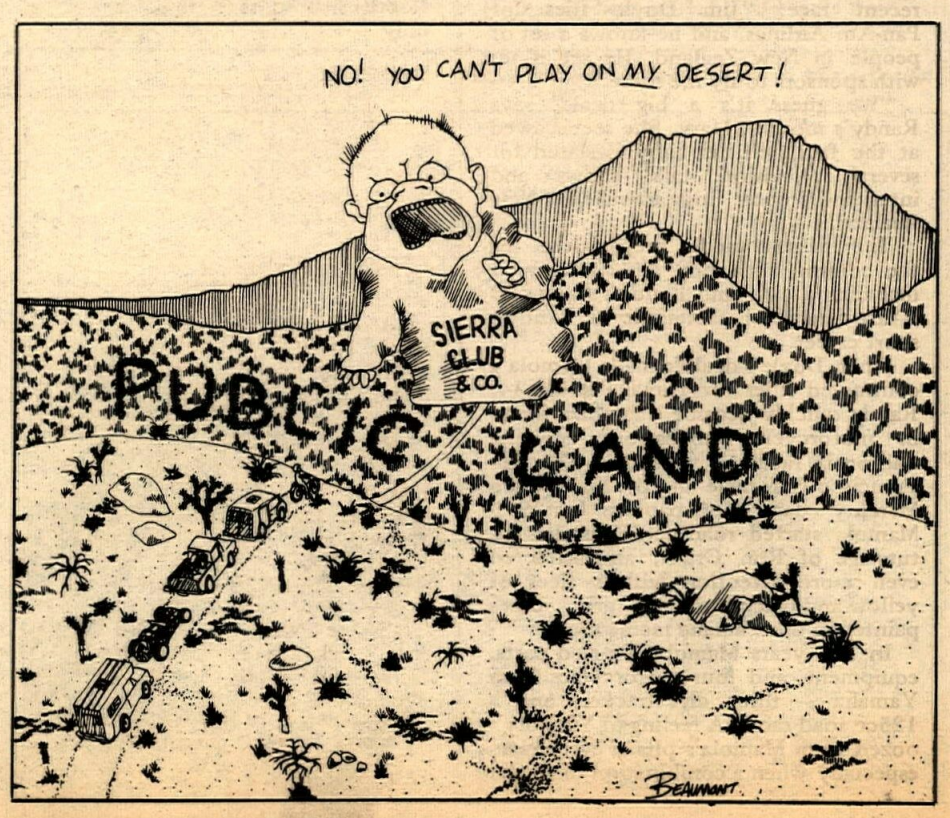
The biggest objection to having the purse structure redone so a guaranteed fee is paid to each starter in the race, comes from the top professional riders themselves, who finish in the top ten each week. Riders like Jimmy Weinert, Pierre Karsmakers and Tony DiStefano sit on the AMA Professional rules committee and admit they like the purse structure as it is. Why should they change it when they make the most money from it? That would be voting against themselves. The riders they are supposed to represent have yet to demand any changes that in the long run would help the sport and make everyone richer.

The ironic thing is, a restructure of the purses to help the other riders would hardly be felt by the top professionals. A factory rider usually earns a yearly contract salary of $10,000 to $70,000 just to ride a particular brand bike. From there, he might be paid an additional $100 to $500 for every race he enters and starts. The factory then pays him bonus money if he finishes in the top three positions at a race, is the top American rider, or does well in a Series or Championship overall. A typical bonus for winning a race is $500 and for winning a Series or Championship is $10,000.

On top of the factory money, there's thousands of dollars from contingency sponsors like oil, leathers, and helmet manufacturers. A promoter has to pay the reigning AMA National Champion, per AMA rules, to show up at his event even though he has to come anyway to earn points. A few other riders also get appearance money, especially if the promoter wants them for pre-race publicity. On top of all that, a factory rider has all his traveling, food, rental cars, and motels paid for by the factory when he is not at home.

All of the riders are out on the track to put on a show for the spectators and

(Continued on page 42)



Randy Mamola & the New Zealand Caper:

All it takes to be Champion is a good press agent

By John Ulrich

Billed as the "United States 125cc GP Champion," 16-year-old Randy Mamola leaves for a fully-sponsored racing tour of New Zealand December 14. Besides six road races at tracks with names like Auckland, Wanganoi, Timaro, and Ruapuna, Mamola will also enter six long-course speedway races on a 360cc short tracker.

Heavy advertising of the coming of "the fast little kid from the United States" has prompted the New Zealand 125cc Champion to issue a personal challenge to Mamola. Two top Australian speedway racers have done the same.

The tiny, 4-foot, 10-inch, 95-pound Mamola, from Santa Clara, California, will face obvious disadvantages on the unfamiliar tight and twisty road courses and long, rough speedway tracks of New Zealand.

But in spite of Mamola being an amateur thrown into the midst of seasoned and confident professionals, Mamola's sponsor and mentor Jim Doyle isn't worried.

"I think he's going to win the 125 GP races, and also win the speedway races," says Doyle.

The New Zealand Yamaha distributor, the Speedway Association of New Zealand, and a New Zealand radio station have banded together to fund the four-week adventure for Mamola's entourage. That seems surprising only to people who don't know Doyle.

It was Doyle who guided the meteoric rise of Kenny Roberts from small-town amateur into the most successful professional of our time. And it was Doyle's negotiations that arranged the trip to New Zealand for Mamola.

"Right now they're broadcasting my name on the radio over there," Randy matter-of-factly tells a reporter at a recent race; "Jim Doyle flies for Pan-Am Airlines, and he knows a lot of people in New Zealand. He set it up with sponsors to fly me there."

"We guess it's a big deal," says Randy's mother, Mary. She seems awed at the fact that her baby is slated for several television talk shows and interviews upon his arrival in New Zealand.

The massive media preparations for the coming of Randy and his crew – including Doyle and Randy's father Ed – are almost characteristic of Randy's short career.

When Doyle's dealing made Mamola a contracted rider for Yamaha at age 14, Randy quickly became a familiar figure in motorcycle publications covering California races, as well as in The San Francisco Chronicle and the Santa Clara Mercury daily newspapers. In 1975 Mamola started road racing under the tutelage of Ron Grant, and attracted even more attention with a fleet of yellow-and-black grand prix bikes painted in the Yamaha racing motif.

In two years Mamola received parts, equipment, and four motorcycles from Yamaha – three dirt trackers and a 125cc road racer. A feeling of "factory" oozed from Mamola's pits at every race, especially when a combination of events made him almost unbeatable in 125cc GP AFM road racing.

"They're loyalists," says Yamaha Public Relations Director Steve Foitle, trying to explain the Mamola team's cultivation of an image of heavy sponsorship that never really existed. "Even if they're not getting a lot, they say they're Yamaha sponsored. I think Doyle creates that aura himself. I'm sure it is an advantage in terms of psyching other riders."

Doyle had the dirt trackers completely re-worked in his San Francisco motorcycle shop, and supplemented Yamaha's 125cc road racer with a 250 and a 50. Toward the end of 1975, the road racers began to be as far removed, in terms of "trickness," from their original form as the dirt trackers already were. Not many 125s run mag wheels, disc brakes, and slicks.

Doyle hasn't made any effort to renew Randy's contract with Yamaha for 1976, which will be Randy's first year as an AMA Novice professional. Instead, he'll sponsor Randy himself.

"I can't ask much for a sportsman or a Novice rider," says Doyle. "So my strategy is to sponsor him to his Junior year and then look around. That's what I did with Kenny [Roberts]. I'm going to build Randy into a product I can really sell."

Always with an eye for publicity, Doyle calls the New Zealand trip "quite a promotion."

It is true that Randy has over 700 racing trophies at home, and that he has won the American Federation of Motorcyclists 125cc GP Championship this year.

But it is also true that Doyle's media play of Mamola as "undefeated," and "United States 125cc GP Champion" omits certain important considerations.

For one thing, California's AFM is only one of eight organizations sanctioning 125cc GP racing in the United States. It is not the largest organization in terms of 125cc competition.

> *"I don't think he's the U.S. Champion . . . Saying that is like selling the Brooklyn Bridge."*
>
> Ron Pierce

Secondly, Ron Pierce ran away from Mamola at the first AFM race of 1975, at Riverside Raceway. AFM politics got in the way of Pierce's easy victory – he wasn't racing with an approved competition number – and the win was thrown out. That made Mamola, who was a distant second, the technical winner. Pierce hasn't entered an AFM 125cc GP race since.

"Name one person who can beat him," challenges Jim Doyle when questioned about the "United States Champion" title.

"Ron Pierce," volunteers a reporter.

"No way," says Doyle. "Randy was very upset when Pierce didn't show up with a 125 at the last race. He said to me, 'I can beat him.' "

PHOTOS BY JOHN ULRICH

"He's a pretty good little rider," says Pierce when asked about Mamola's riding skill. "But I don't think he's the U.S. Champion. Saying that is like selling the Brooklyn Bridge – it's a little bit deceiving.

"I don't think anybody's unbeatable," adds Pierce. "Even big Kenny Roberts proved that by finishing tenth in the 250 race at Ontario in October, and Randy's just a little Kenny. Of course for a 16-year-old boy it would be nice to believe."

Mamola credits one race with Mike Baeder, Laguna Seca Novice winner, as being the toughest road race of his career. Told of Randy's "U.S. Champion" label, Baeder says "That's a bunch of hogwash. He's good for his age, but he's not that good because he's lacking a lot of experience. His bike is really fast, he's really small, and he's just plain lucky. That last Ontario race (September 21) Rudy Galindo almost beat him. You get Rudy, Kevin Stafford, me, and Mamola on identical bikes, and Mamola would be so far behind . . . "

"If he's the 125cc United States Champion, then I'm Grand National Number One," says Rudy Galindo, AFM Overall GP Champion.

"He has a lot of potential," Galindo says. "But he wins because he has a really fast bike and only weighs about 80 pounds. And there's no real competition in the 125 class. Nobody tries to build a competitive 125 – except Mamola. Everybody's bikes are stock. Nobody's serious."

September 21 at Ontario, Galindo charged through the pack after a poor start to pass Mamola.

"He was 10 bike lengths ahead of me going down the straight," explains Galindo, "and halfway through the infield I was in front of him. He must have had seven or eight mph on me down the straight."

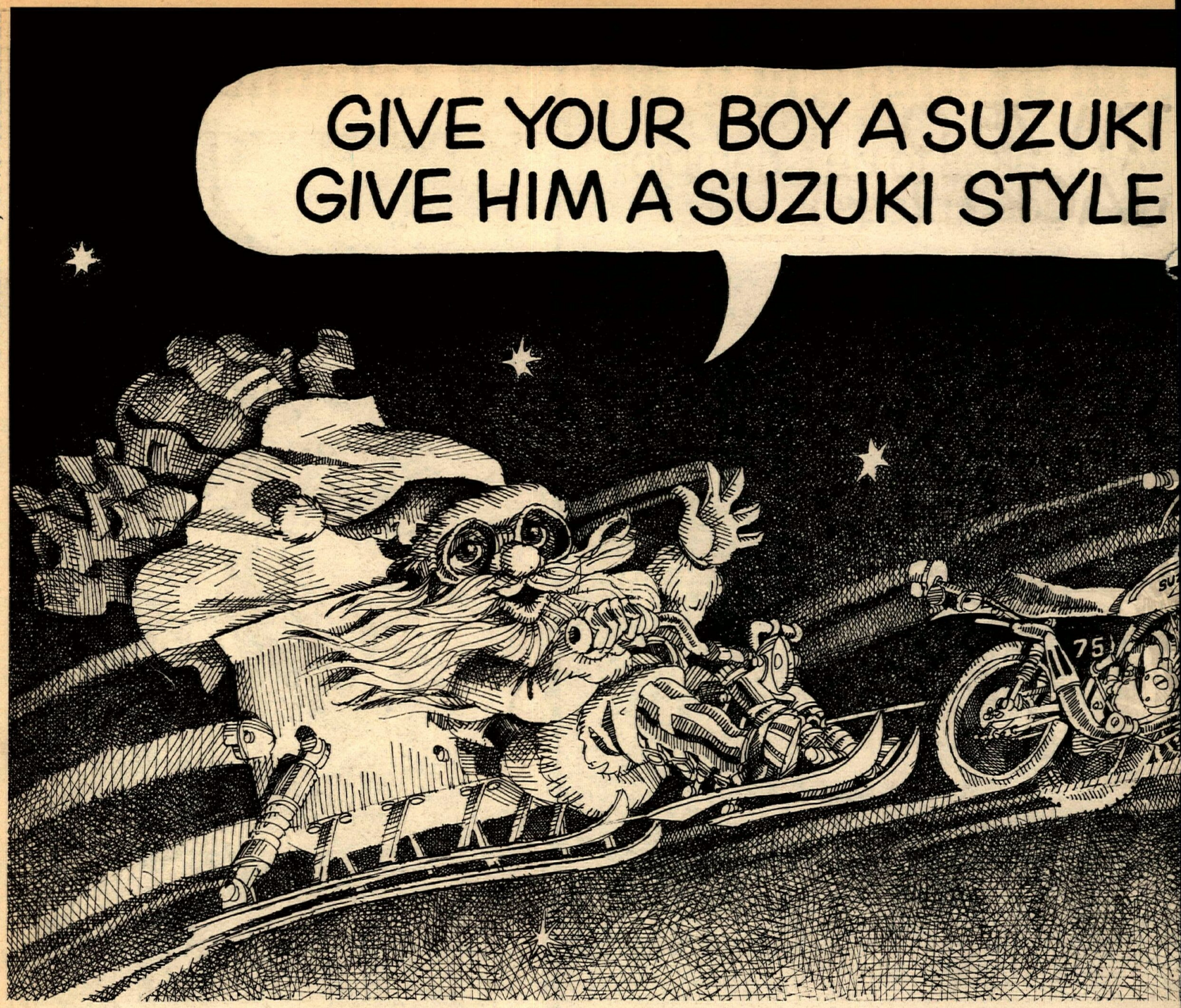
In the last turn of that race, a lapped rider changed his line as Mamola and Galindo tried to shoot past to the finish. The rider moved right in front of Galindo, and Mamola won by half a wheel at the line.

"Saying he's the U.S. Champion is ridiculous," says Galindo.

Even so, Mamola's AFM record is impressive. After days and days of practice at Sears Point Raceway prior to his first 125cc road race, Mamola went on to score ten 125cc wins, one DNF (due to a seizure and crash while leading), and one actual loss to Ron Pierce, although scored as an official win. Doyle discounts that one loss by pointing out that it was a non-points race.

The 250cc Yamaha that Doyle added to Randy's stable featured a special

(Continued on page 32)



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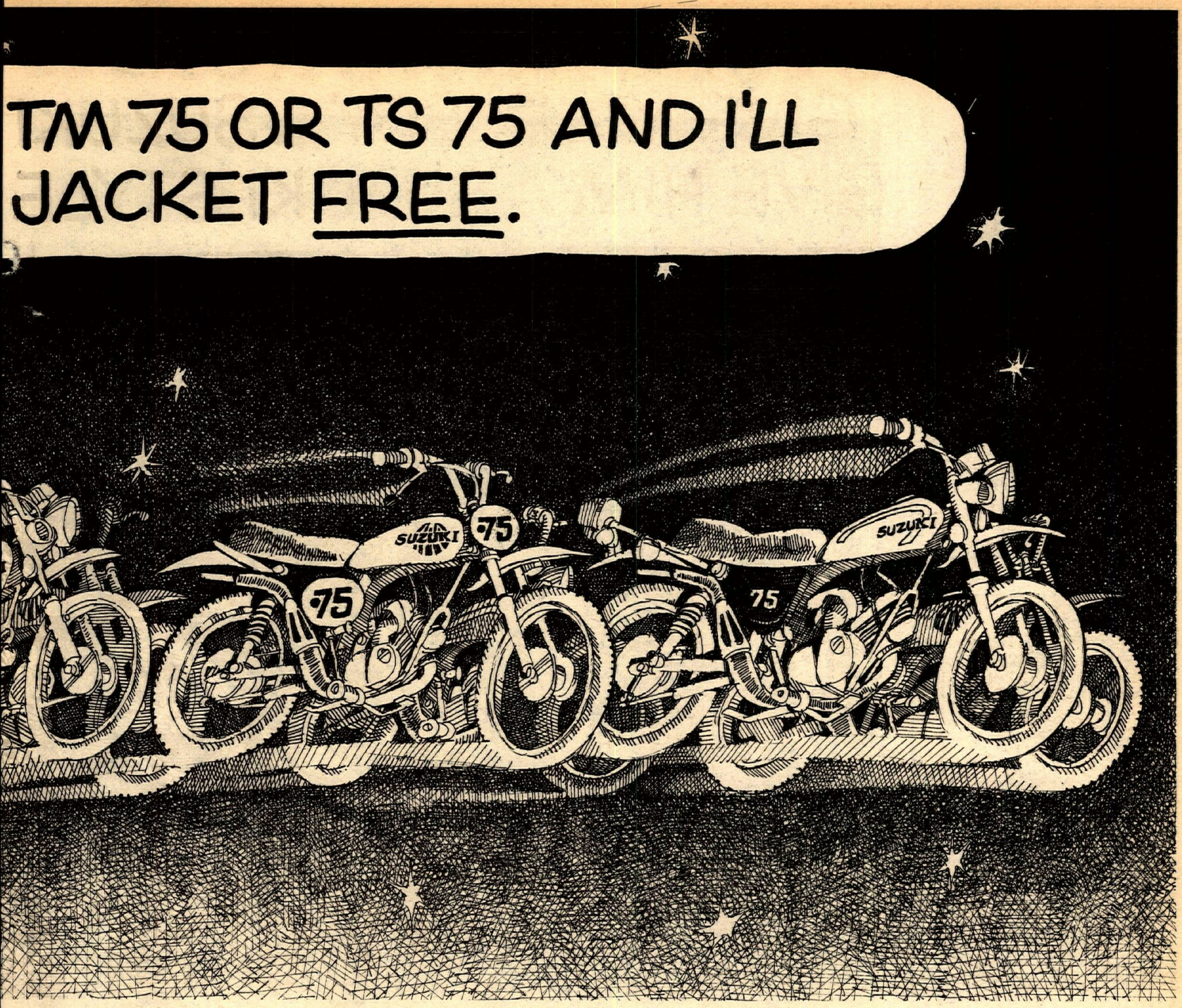

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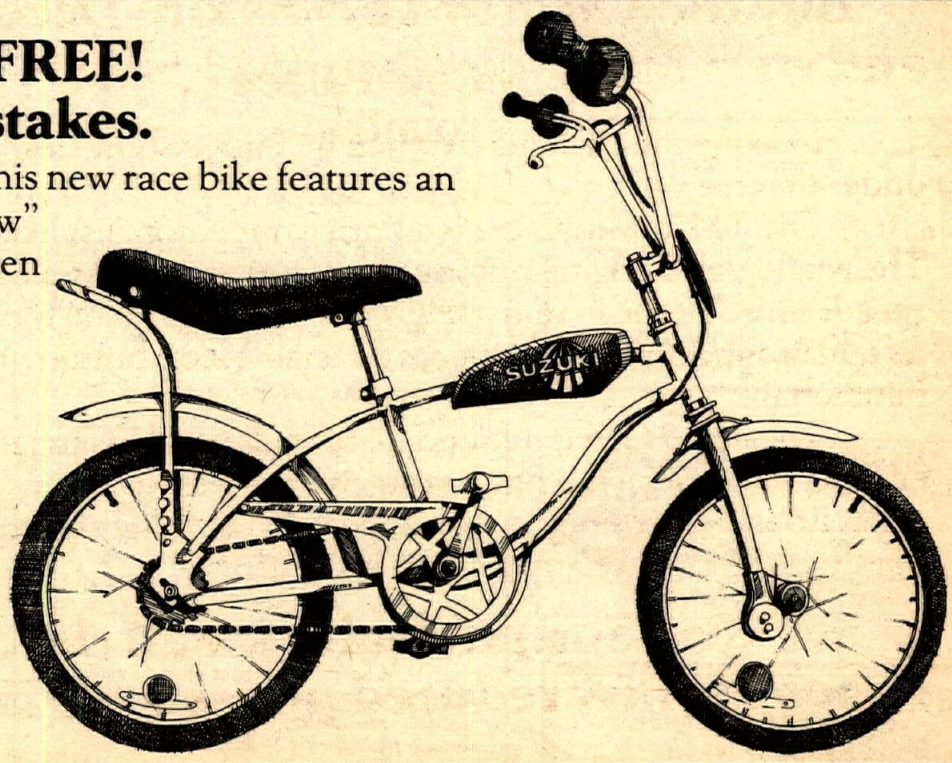

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CYCLE NEWS NORTH

Mike takes his kiss like a good married man oughta'. North rider Alan Christain anticipates (right) and Lil' Ghost Lance King thinks, "Aww, kissin' girls can't be all that bad . . .

Cow Palace roundup

By W. H. Spencer

SAN FRANCISCO, CAL., NOV. 28-29

Mike Bast proved to be the best Bast in a topsy turvey weekend of Speedway racing at the San Francisco Cow Palace. In the Indoor Championship Final Mike followed brother Steve off the line and held a slight lead over Jim Gresham. Gresham lost traction and aimed for the wall as Mike took everything in hand and coasted home for the big win. He was followed by Steve and Dubb Ferrell, but the road to that final was not smoothly paved. Friday night's event started with everything but simple racing and a track that broke up motocross style. Saturday night was a vast improvement for the 6,000 assembled who were mostly newcomers to the business.

Friday

It was definitely not to be Mike Bast's night. The U.S. Speedway Champion encountered fallen bodies and motors in the second Handicap heat and the restart was no better. In the first corner, Mike did a double pirouette about five feet up in the air. In the first Scratch heat he managed to break the tape and it was all over for his part.

Bruce Penhall and Alan Christain pasted themselves together for much of the night's better racing, despite the tornup track. They both managed to make the Scratch and Handicap Mains with Alan taking the Scratch and Penhall crashing. The John Fisher backed motor was third in the Handicap and Penhall crashed again. Penhall shined the troops on in the opening Handicap, off the 30, leaving Christain to edge out Barclay Trehal for second.

Dubb Ferrell had an easy third Handicap after getting by Randy March despite the chuck holed track. They both returned to do the same in the Semi.

Dennis Robinson was a shining light for the Northern troops in the fourth Handicap with a win over defending Champ Steve Bast. He wasn't quite so lucky in the Semi though. While moving Jerry Bowers aside, his chain went askew as he headed for the checkered and Steve Bast went wide and down to miss the Frank's Communications special and rider.

Barclay Trehal led off the Handicap Main but on the fourth lap March grabbed a tighter line and got by for the checkered.

Steve Bast took the E-Z win in the first Scratch semi over Steve Gresham and Christain cruised home in the second over "flashy fox" Penhall, leaving Cherry and Trehal off to the Consolation.

The first two from the Consy and Main were to go to the Scratch run offs Saturday night. Norm Denny went for the action but managed to smack the concrete wall and Trehal went on for the win. The Scratch Main was all Basts.

Saturday

The second night of full program racing was underway and the grandstands came alive in the second Handicap heat. Dubb Ferrell was having some trouble getting his motor to run right. The two minute sign went up and Dubb went for his back up motor. The two were up, then gone, and he was excluded with considerable unhappiness. It got worse when Dennis Robinson couldn't get the starter to raise the gate and in turning around stalled the motor. The crowd was irate

. . . nope, not bad at all.

after he too was excluded and from that point on Den was their favorite.

Alan Christain was the shining star of the North after taking the high point Handicap trophy and some extra cash. Christain took second to Steve B in the Scratch heat and third in the semi to make the Consolation. He was leading the event but got a little sideways, a little more sideways on the next lap, and enough sideways on the last lap to smack the concrete wall and left his John Fisher Jawa looking like a badass snake.

Steve Gresham easily took the Consy after winning the Handicap Main and promptly dumped it in the first corner right after the checkered. Mike Bast topped brother Steve in the Scratch Main.

Giving the big boys a break in the action the Junior Speedway troops went for the big trophy and some extra bucks from the spectators. It was Lance King three for three for the two nights. The "Lil Ghost" outdistanced all comers for yet another year.

In the final Mike landed the trick after some heavy dicing. Gresham crashed and the distance Mike had on brother Steve was immense. Number one was definitely that and it was all quite different from the Friday night show. ●

Results in Results Section.

Orland AMA Indoor

By Hondo

ORLAND, CAL., NOV. 29

Nice guys can win – Dallas Turner (Yam) got a bank shot at turn one and led the way in 250 Expert. Rick DeLacey (Yam) was chasing Turner and took second to clinch number one White Plate for a second year.

The 360 gang had hot clutches and tempers when the green got them off for the third crunching time. Greg Ferguson (Hon) was thrown into first by the bike and body of John Grant (Yam). Grant muscled a second out of the pack with Dennis Muelreth (Yam) after him.

Back in the non-money ranks, Doug Mignano (Yam) got a great start and did the trick in the 100 minis. The 360 Novice Main saw Tom Hanon (Bul) grab an early lead and hold as Scott Longnecker (Yam) followed. ●

Results in Results Section.

The squeeze is on at Pioneer

By Ann Carr

OAKDALE, CAL., NOV. 23

The D-36 Black Plate race tightened at the top and bottom as Experts scrambled for the prestigious top 20 positions on a beautiful Sunday afternoon.

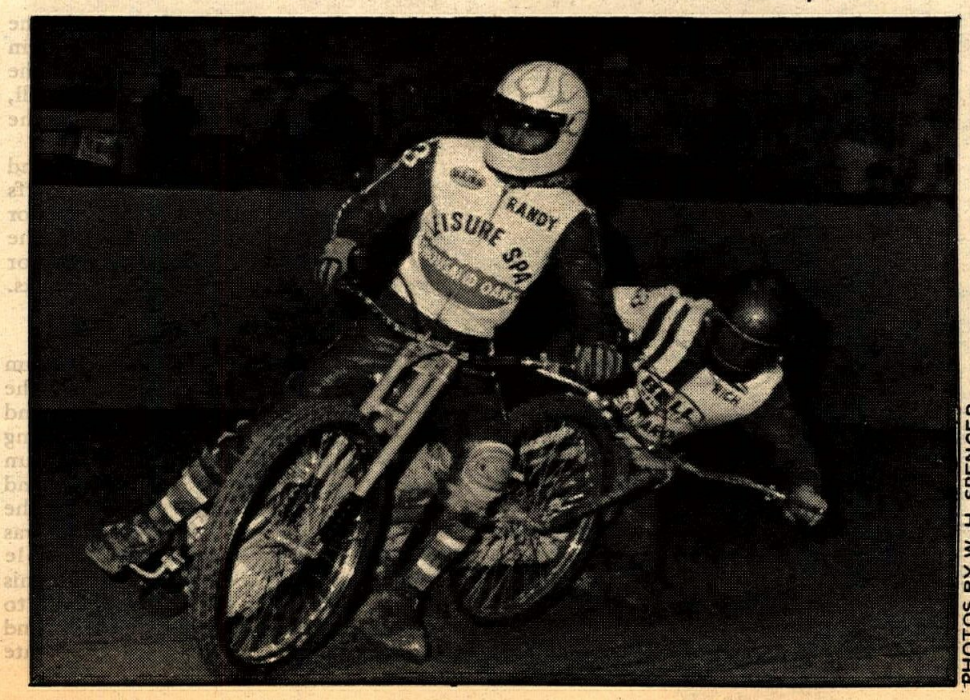
Kim Jorgensen moved to within three points of the top spot as he jumped into the second slot of the 250 Main. Mike Jennings (C-A) scooted away to an easy win while Kim and brother Alex banged wheels for 10 laps. Alex's third gave the Jorgy's Can-Am team a clean sweep of the action and moved him into the bottom plate spot.

Fast improving Rick Woods took his Honda to a wire-to-wire victory in the 125 Expert Main while motocrosser Dan Cantaloupi charged from midpack for a strong second. Ted Davidson struggled along in third but followed the 125 race with an Open Expert streak aboard the Pedigo Yamaha. Ted got a little help from his friends after leader Ben King bailed off in the righthander. Woods took his RM370 to a second for top money of the day.

The 1975 Black Plate struggle ends next weekend after events at Lodi and La Grange. ●

Results in Results Section.

Rich MacMurray (trailing) takes some radical evasive action behind Randy March.



PHOTOS BY W. H. SPENCER

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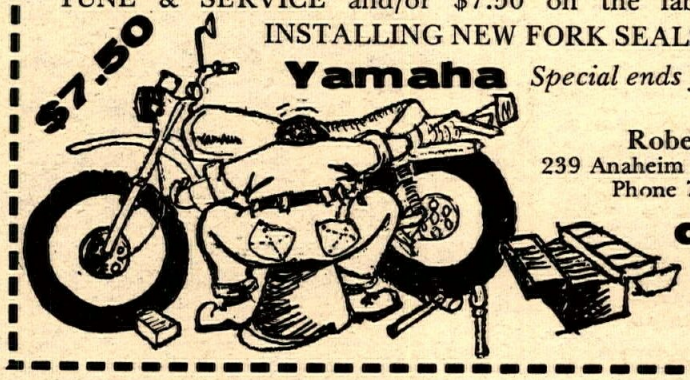

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CYCLE NEWS NORTH

Gumbmann holds three at Action

REDDING, CAL., NOV. 16

Tad Gumbmann (KTM) is still undefeated at Action Raceways and is now three for three in the overall Expert class.

Four-foot trophies were awarded to high point riders of the previously held six race series. Trophy winners were Bobby Moore (PeeWee), Fred Edwards (100 Jr.), John Gambill (125 Jr.), Ken Gourley (250 Jr.), Donnie Brown (Open) and Randy Cotney (Amateur).

Results in Results Section. ●

From MX to TT at Sprocketts Park

By Cosmic Cat and Co.

BAKERSFIELD, CAL., NOV. 23

Sprocketts Park returned to the old TT course for this District 35 run and the track surface shaped up pretty good, considering it had been motocrossed to pieces.

Mini Novice Mark Hannah (Yam) started off the cool afternoon, leading wire to wire, but the real race for second raged on behind him. Kevin Cox (Suz) and John Lawson (Ind) raced wheel to wheel until lap four when Lawson took the inside groove in the first turn to steal second. Cox tried to come back several times but Lawson hung on.

Derek Land (Yam) was never headed in the 125cc Expert main. Duane Snell (Yam), right behind waiting for him to make a mistake, was no more than two bike lengths away for the entire race. Richard Torres (Yam) occupied the third slot.

Steve Boswell (Yam) garnered the 175-200cc Expert honors after picking off early leaders Don Sing (Suz) and Aaron Hunter (Bul). Boswell has been looking very impressive since his recent advancement to the Expert ranks.

Derek Land was the only rider to cop a double, with wins in the 125 Expert and 250 Expert. ●

Results in Results Section.

Three-way tie at Sand Hill

By Marvin Patton

BRENTWOOD, CAL., NOV. 30

The sunny but cool brisky morning, put together with a few hundred motorcycles and a motocross track made Sand Hill the right place to be.

Bob Myers, who has dominated the 250 Expert class when he could keep his Maico together, fouled a plug at the Open Expert start, changed plugs and was gone, almost taking his dad's hand with him. Bob set his mind to work using his smooth but stylish riding ability to make up time and distance. Bob Sullivan (Yam) and Scott Davis (Mai) were too far in front and out of reach. Myers, with his passing ability, could see Tony Littman in front running third. Myers got by and finished third.

The second moto Sullivan, Davis and Myers all needed the win. Myers took the holeshot with his new Suzuki, with Sullivan in pursuit followed by Davis. Myers soon was 25 seconds ahead of Sullivan. The real race was on between Sullivan and Davis. Sullivan needed a second to win overall and Davis needed the same second to win second overall. Sullivan got off making it easy for Davis to go by and take the second.

The line of 250 Experts looked very competitive with riders like Chris Grewer (Hus), Neal Davis (Suz), Phil Crane (Suz) and Bill Johnson (Yam). Fremont Husky's Duffy Collins (Hus) sat with the top riders for the first time. It did not take long for Phil Crane (Suz) to get in front. Chris Grewer was slowed at the start when a rider wheeled and sat down in front of him. He rounded the first turn about sixth. Chris, having felt his turn of bad luck had ended, settled down to racing. Getting by Bill Johnson (Yam) things looked a little easier for him. Chris got off early in the moto, but without losing much time was on his way again. Phil Crane (Suz) was way out of reach for Chris, so he settled down and finished second. The second moto was almost a repeat of the first. With Crane in front and Chris working his way up to take a second.

The closest race of the day was the 125 Novice, Division I. Ken Ries (Hon), as always, got the holeshot and led the entire moto. Russ Daley (Yam), Dave Leat (Hon), Rich Trago (Hon) and Mike DeHerrera (Yam) were all within a bike's length or less. As the riders approached the finish Trago and Daley got by Ries and finished one and two leaving Ries with a third. The second moto was a repeat of the first with Ries in front followed closely by the next five riders. At the white flag, Ken Ries tired and five riders went by.

Results in Results Section. ●

Gregson plays superstar at Puyallup MX

By Sue Sykes

PUYALLUP, WASH., NOV. 23

Conditions were perfect, the crowd was cheering and 336 eager motocross riders were ready to get it on at Puyallup Raceway Park. Kawsaki mounted Mark Gregson thrilled the crowd with super rides in the 125 and 250 Pro classes. Gregson chalked up

It stayed this close the entire 125 Expert Main as Derek Land (8) held Duane Snell off on the Sprockets TT course.

FELIX ADAMO

Mark Gregson: "Did I win, huh, did I?"

a third in the first Open Pro moto, but withdrew after he was informed AMA rules were still in order through '75. The eighteen-year-old, out of Kawasaki City of Portland, is Oregon's CMC Number One. Pounding out three classes is no big thing for him.

Bill Joyce (Hon) is still tops in the 125 Pro class. He grabbed the lead in both motos from the gate and held on for the win. Bikes and bodies tangled in the opening turn in moto two sending Ed Davis (Hon), Gary Racca (Hon) and Dan MacKenzie (Hon) sprawling in the mud.

Mitch Simmons bested Todd Snyder in the 250 Pro class after a higher finish score in moto two. First moto winner Blaine Elledge had some bad luck just two laps short of the flag last time out. The second moto belonged to Gary Potts (Hon) all the way. Elledge moved up from about fifth to second behind Potts, but hit the mud in the same spot Davis had, on Rainier Jump. When the flag went up it was Potts, Gregson, Simmons.

Canadian Larry MacKenzie (Yam) made duck soup out of the Open Pro class winning both motos straight across. He had 19 Pros to contend with, including Penton mounted Bret Noble who took home the money for second overall. ●

Results in Results Section.

Ed Davis unseats Seattle MX

By Sue Sykes

KENT, WASH., NOV. 30

Ed Davis, sporting a new RM Suzy, won the Open Pro, the Dash for Cash and then finished off his award winning act with a 125 Pro second overall. In the two lap Dash for Cash, winner take all, he grabbed the lead from the gate and the only challenge came from Rick Weidman (Hon) on the start.

Weidman had his share of ground duty but he still made it, two in a row for first overall in the 250 Pro division.

The 125 Pro motos were action packed with tight races and position changes in midpack. Gary Racca (Hon) holeshot the start both times out and held off Ed Davis (Hon) for the duration. The positions didn't change but racing was WFO and tight. Every move was accurate or the rider peckin' at the fender would gladly take your place. The water standing in turns and jump bases provided practice for the splash and spray technique. ●

Results in Results Section.

125 Pro spash class, with (we think) Gary Racca leading through the rocky PlayDoh.

PHOTOS BY HARLEY & SUE SYKES

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Rogue Community College's class of 1975 attempt to blow up a Yamaha or a dyno which ever comes first.

MOTORCYCLE ACADEMIA

Three years ago a Grants Pass, Oregon teacher by the name of Pat Loughery was torn between his two loves, teaching and motorcycles.

Pat had just about decided to give up his job with the school system and go into the motorcycle business when an idea struck him. Why not combine the two into a motorcycle school? Pat sold the idea to the Oregon State Board of Higher Education and promptly went to work setting up the course, developing the curriculum at Rogue Community College on the outskirts of Grants Pass.

The Project was no easy one. Other schools in the area mounted opposition to Pat's plan, "The very idea, greasy old motorcycles in an institution of higher learning? *Absurd!*" Pat could care less what the other schools thought and pressed right ahead. Today Rogue Community College probably offers the finest motorcycle mechanics course in the country, and the same schools that fought the course are trying to work out some way to teach the academic portions.

"Motorcycle Mechanics", is probably not the best title in the world for RCC's course. Motorcycle Business would probably be better. The course takes two years to complete and bestows an Associate of Science Degree. Mechanics are taught all right, in depth! Every single phase of maintenance is covered from basic design theory to the idiosyncrasies of particular motorcycles, but that's just part of the deal. The students must in addition to the regular required math, English, etc., courses, take allied classes in Welding, First Aid, Industrial Safety, Technical Writing, Communication Skills and Metallurgy just to name a few. The college's Business Department even reworked some of its classes in Business Research, Salesmanship and Merchandising to closely reflect modern motorcycle industry practices, and not 1930 Sears Roebuck taught in other schools.

The two full time instructors, Larry McLane and Don Ganoung, have made it a point to stay abreast of the very latest practices. A good portion of their three month summer vacations are spent attending factory service schools or looking over the shoulders of successful dealer and race tuners.

"This thing started in one little room." McLane stated. "Today it takes up all of Mackenzie Hall and has about 2,100 sq. ft. of shop area." The college is accepting about 15 new students in the course each year and wishes it could accept more as the waiting list is now getting quite long. "Increasing the number of students with our present facilities and staff would only lower the quality of instruction and we won't do that", stated instructor Don Ganoung.

"We'll still accept all the applications we can get but we're only enrolling the students we feel are the best suited and most sincere about making the motorcycle industry their life", said course founder Pat Loughery, who is now on the college's administrative staff. The school does accept a very limited number of students from Grants Pass High School on a special enrollment basis in afternoon classes. These students have to really be something special as only one student who is an AMA professional racer was accepted this term.

The cost of tuition, books and required basic tools runs each student a little over $1,000 for the two-year course if he is a resident of Josephine County and additional $650 if he lives out of the area.

Racing plays a major part in the course since most of the students seem to have a definite interest in competition. Second year students have one class devoted entirely to speed tuning and just about any evening you can find some of the students with one of their racers on the school's dyno or with a die grinder stuck in a port. The Physics and Math departments had to bone up on sonic velocity formulas when the students started designing their own expansion chambers. Last year, as a class project, the students designed and built the motocross course at Sunny Valley Speedway.

McLane and Ganoung say they have received tremendous amounts of help from most the major factories. Yamaha donated engines and test stands, Kawasaki furnished a complete video tape library of training films. From Honda came their "Full Cycle Training Program"; Mikuni supplied engineering and tuning data they had never even made available to factory service departments. Dealers from all over Southern Oregon have donated everything from parts to complete motorcycles. The list goes on and on.

What can a student expect when he completes the course? McLane says, "For a start he can probably get a list of about 70 or 80 places to go to work". The service department at American Honda has a standing offer to place any student successfully completing the course. "Just tell us how long you want to wear your hair and what part of the country you want to work in. We'll find you a shop you'll like."

One of the first graduates of the class, Jim Zoellner, liked the course so much he has stayed on as a part-time instructor and will probably be hired full time next year.

Persons interested in more information or enrollment applications can write to either Motorcycle Department or Dean of Admissions, Rogue Community College, Grants Pass, Oregon 97526. ●

POLITICAL HOTLINE

Support AB 1809—it's "our" bill

Unless you've been active at one of the recent helmet protests in Southern California, you've probably not heard of State Assemblyman Paul Carpenter (D) of Garden Grove. When we first heard of him, he was a bit of a bad guy, for he'd just introduced another mandatory helmet bill. What made him a bit different was the courage to be present at a helmet protest to justify his views to the bill's most vociferous opponents.

It turned out that Carpenter was not your garden-variety motorcycle hater; he'd authored his bill out of genuine concern for young people's safety after a good friend's kid had been killed in a street accident. Because his conern *is* genuine, he listened to bikers' reasons why mandatory helmets alone weren't the answer, then asked us point-blank: "OK, if helmets won't do it, tell me what will."

Upshot of all this was a committee of concerned bikers (including CN's editor) who met several times to recommend measures which we felt would honestly save street bikers' lives, with especial emphasis on the young or inexperienced rider that statistics show most at risk.

Among these recommendations were "motorcycle awareness" questions to be added to the Class III (auto) drivers exam, which is in the process of being implemented by DMV; scotching the parking-lot marker cone rider test in favor of more realistic and comprehensive test procedures (a reform which still has a way to go, due to bureaucratic inertia and other factors); and most importantly, the inclusion of motorcycle rider training in California's school system. This last is the thrust of Carpenter's bill, AB 1809.

It's a good bill, written carefully to try to get the most benefit through a reluctant legislature and a hidebound bureaucracy, many of whose members would just as soon see the idea shot down. It would authorize California school districts to conduct rider training courses in the adult education system and would require the Department of Education to develop standards for such classes. It would transfer the $3.25 that Californians pay for Class IV (motorcycle) operator permits into a fund to reimburse the school districts for the cost of the classes. (In some cases, Federal matching funds and other types of grants are also available to sweeten the kitty). To us, it's not that new an idea, nor is it that great a windfall for bikers. Yet it is a landmark for California, and it's the most that Carpenter felt he could get his starched-collar colleagues to swallow in one lump. Even so, it's going to have rough sledding, as two members of the Assembly Education Committee, Leroy Greene (D) Carmichael and Leona Egeland (D) San Jose (Districts 6 and 24, respectively), have publicly opposed the bill on grounds that it would "encourage motorcycle riding."

How you can help

Although Carpenter has little hope of changing their set opinions, it wouldn't hurt, if you lived in Greene's or Egeland's districts, to politely tell them they're wrong. Quick, grab your California reference pullout, find if you live in their district and either drop by their district office, give them a call, or write them.

More important, however, are the other members of the Education Committee, many of whom are "swing votes." They include: Dixon Arnett (R) Redwood City, William Campbell (R) Whittier, Paul Carpenter (a definite "yes" vote), John Collier (R) Arcadia, Julian Dixon (D) Los Angeles Dist. 49, Gary Hart (D) Santa Barbara, Jim Keysor (D) San Fernando Dist. 39, Bill Lancaster (R) Covina, Joseph Montoya (D) La Puente, Floyd Mori (D) Hayward, Alfred Siegler (D) Santa Rosa, Tom Suitt (D) Palm Springs, John Vasconcellos (D) San Jose and (we think) Teresa Hughes Los Angeles Dist. 47.

If ever bikers needed to do something different, it is to put up a massive show of support *for* something. We've already shown our strength as "aginners." AB 1809 comes up before the Education Committee for a rehearing January 8 (The Lame Camel's 35th birthday. Hot Damn), which may seem a little far away yet. But Cycle News is taking a vacation over Christmas, and so are most of those legislators. So mid-December through New Year's is as good a time as any to use that district office whose address you have (if you've not thrown away your pullout). You might catch your man (or lady) at home. And if, during the first week in January, those committee members get a ton of mail in favor of AB 1809, so much the better. Got it? We won't let you forget.

Land Use: A passel of hassles

December 12 (a Friday) if you're around Palmdale, that's the day the Riverside and Bakersfield District BLM Advisory Boards are meeting jointly to talk about the Red Mtn./El Paso Desert Plan, at the Palmdale Holiday Inn, starting at 8 a.m.

Less well-publicized, but equally important to riders who use the area, is the Management Framework Plan for the Escondido-Border Units of BLM desert land in District 38. Like the El Paso plan, this one is available through the Riverside office, 1695 Spruce St., Riverside, CA 92507. Write for a copy, study it, and be prepared to make specific comments.

In the Eldorado Nat'l. Forest (California) bikers are reported to have good representation, but it's being largely ignored by the local officialdom. Write USDA Forest Service, 100 Forni Road, Placerville, CA 95667, ask for a copy of their ORV management plan and, again, be prepared to comment if you know and ride the area.

Winding down the Oregon noise flap

As reported by bulletin earlier, Oregon's Department of Environmental Quality agreed, after meeting with MIC reps, to lighten up a bit on their noise control regs. Race bikes can be displayed if placarded for competition use only, hassles will be minimal, and prospective buyers will only have to sign a simple affadavit instead of being subjected to the harassment of the "application" procedure.

It turns out that CN's original articles on the subject generated a certain amount of heat. When our editor called the department to follow up on the story, the receptionist asked, "Is it in regard to that Cycle News story?"

"Yes."

"Let me transfer you." It seems they'd had to detail somebody full time at one phone to answer the calls. When he answered, the first thing he said was, "Don't believe everything you read." After twenty minutes of question-and-answer, he asked, "Say, are you a dealer."

"No, I'm a Cycle News editor." Chortle, chortle. Sometimes, investigative reporting can be fun.

On the serious side, if anybody up in Oregon has a data sheet or booklet of state legislators' addresses and districts, so we could do another reference pullout, it would sure be nice.

Arizona's turn in the spotlight

It's not a super hassle yet, but come January 1, 1976, two counties in Arizona (Pima and Maricopa) will be conducting emissions tests on all vehicles less than 15 years old which are sold through dealerships. We've seen copies of the test limits in terms of parts per million of hydrocarbons (HC) and other crud. It looks like this will have no adverse effect on motorcycles, although motorcycles will have to take the test when sold through a dealership. The figures indicate a bike would have to be running fairly rotten to fail the test, and the allowable level for two strokes seems acceptable.

On a more immediate note, Arizona's Association of Concerned Motorcyclists will try to drum up support for a helmet law repealer, starting with a 10 mile ride (under a parade permit) and State Capitol rally on January 11. The ride will begin from Phoenix Municipal Stadium, leaving for the Capitol at 1:00 p.m. sharp. For further info, write AACM, P.O. Box 501, Glendale, AZ 85311.

Quiet progress at MSF

The Motorcycle Safety Foundation is not the sort of outfit to conduct its affairs in a high-pressure P.R.-type environment. Instead the organization, privately funded, chooses to do things quietly, undertaking "seed-kernel" projects that bear rich fruit in years to follow. Such an effort has been their slow, step-by-step development of motorcycle rider education training methods and materials, training and qualifying instructors at all educational levels so those folks might in turn teach others how, in a project that gradually mushrooms. Part of the harvest is the Motorcycle Safety Education Recognition Program whereby motorcyclists can obtain insurance discounts after successfully completing rider education courses. Backed by Universal Underwriters and Midwest Mutual, the program enables schools and colleges to gain the necessary approval for their courses. Educators and interested folks should write for info on the program to MSF, 6755 Elkridge Landing Rd., Linthicum, Maryland 21090.

More good news — MSF's President Charles Hartman and Public Affairs Director Eugene de Stefano were elected to National Safety Council's Board of Directors. This means that for the first time, motorcyclists have a voice right at the top of the safety "establishment."

MSF has a couple of tips for folks thinking of teaching motorcycle riding. For classroom instruction, a teacher can handle up to 30 students, same as any other class. However, for on-the-bike training, things differ. MSF suggests that on the school's riding range, 5-10 students per period is about what a good teacher can handle, based on two students per motorcycle, up to five bikes available to the class. For on-street instruction, it's two to four students max per instructor per period — experienced instructors only. Of course, the numbers can vary, depending on how good the teacher is, and the nature of the lesson being taught.

HAPPENINGS

USFS — OREGON

OREGON DUNES NAT'L. REC. AREA ADVISORY COUNCIL

December 15 at Suislaw Nat'l. Forest Headquarters, Corvallis, Oregon. Starts 10 a.m. Review of final environmental statement. Open to public, persons wishing to attend notify Marne Irwin, 855 Highway Ave., Reedsport, OR 97467. Ph: (503) 271-3611. Written statements may be filed.

Professional journalism? What's that?

The American Association for Automotive Medicine, a doctor-oriented group that discusses how to put accident victims back together again, had a periodic conclave in San Diego late in November. One of the convention's many work sessions dealt with motorcycle accidents, and in a keynote talk for that group, Albert Kelley, senior vice president of the Insurance Institute for Highway Safety, called on his colleagues to face some hard-nosed choices concerning motorcycle safety. He then laid out the alternatives, which ranged from an outright ban to high school driver education and training.

Naturally, the Southern California daily papers picked it up, and in nearly all cases, the headlines shouted "Safety expert urges ban on motorcycles" or variations on that theme.

Contacted by phone in his office on the seventh floor of the Watergate complex in Washington, Kelley asked to see copies of the offending articles and offered to send Cycle News the transcript of the meeting, including his original remarks. "You probably won't like or agree with what I've said, but it was not what the articles reported," he explained, noting the group's emphasis on reducing the human toll of accidents, with whatever means were available.

Call for volunteers

District 36 officer and CAMAD rep Bruce Young has an idea for a "watchdog" network of volunteers who can react to land use crises, attending meetings, doing general legwork, mapping potential riding areas (as D-37's UEA is currently doing near Red Mountain), and generally helping spread the workload that currently rests on the established organizations. He wants to start by creating a file of names, addresses and phone numbers of potential volunteers, so if interested, get in touch with him at 1301 Sheffield Way, Roseville, CA 95678, ph: (916) 783-5676. •

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Winners of 125cc, 250cc & Open Junior classes will win a brand new motorcycle!

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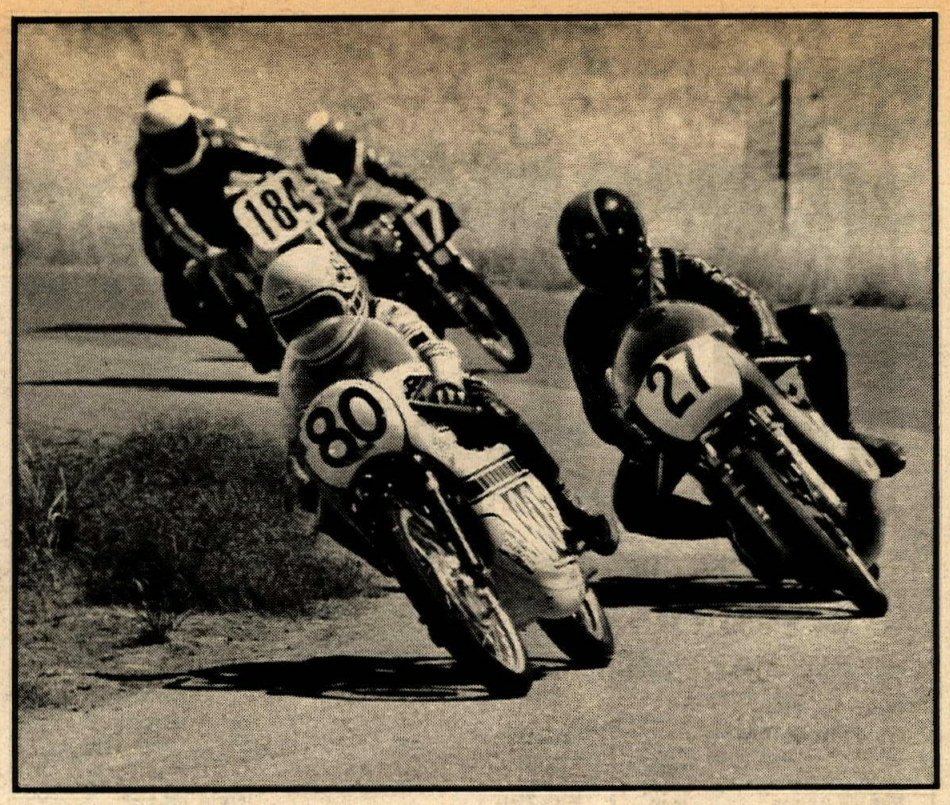
213-881-5778



Randy Mamola

(Continued from page 23)

extra-thick, moved-up seat back so Randy could reach the handlebars.

Because of Randy's small build, putting him on a 250 became a controversial move. "You're going to kill that little boy," yelled one irate spectator at Doyle.

Mamola's best finish on the 250 was a sixth place, and the bike has been plagued with mechanical problems.

A 50cc GP bike built with a 55cc engine debored to 49cc made Mamola unbeatable in that class also. Combined with points earned with his 125, 50cc wins put Mamola into second overall in AFM points halfway through the season, and within striking distance of overall Number One. This was all in Mamola's first year of pavement racing.

Unfortunately, the mechanic charged with caring for the 50 discovered a worn-out top end too soon before a race to rebuild the special engine. Without telling Doyle or Mamola, he bolted on a stock 55cc top end.

Randy won three races with the illegal, too-large motor before being protested and disqualified at the third race. His shot at the AFM Championship was lost.

Brought back to legal size, the bike developed clutch trouble as Randy led another race, and he parked it for the season.

"Randy felt very bad about it," says Doyle. "He wanted to show he could win with a legal bike." The controversy raised by the over-bore motorcycle still clouds Mamola's image in club racing.

"They're not very sportsmanlike," says Mike Baeder. "It really pisses me off when a guy rides an illegal 50 just to try and make AFM Number One."

Randy Mamola is in an unusual position for someone so young. Feeling pressure to win must affect him, yet he doesn't show it. He says he will become a full-time racer after high school, and is not interested in college despite a "B" average in school.

Asked if there is any family pressure on Randy to race and win, Mrs. Mamola says "It's up to him. As long as he's happy . . . that's how I feel as a mother. As far as I know, he loves racing. You can tell. He's in another world when he's on a bike, especially on a road racer."

The obvious comparisons to Kenny Roberts — and resultant expectations — don't faze Randy.

"I worry about it a little bit," he says, "but not too often. I've got a lot of time ahead of me to think about it and get more and more experience."

The prospect of racing seasoned pros in a foreign land isn't making Mamola very nervous.

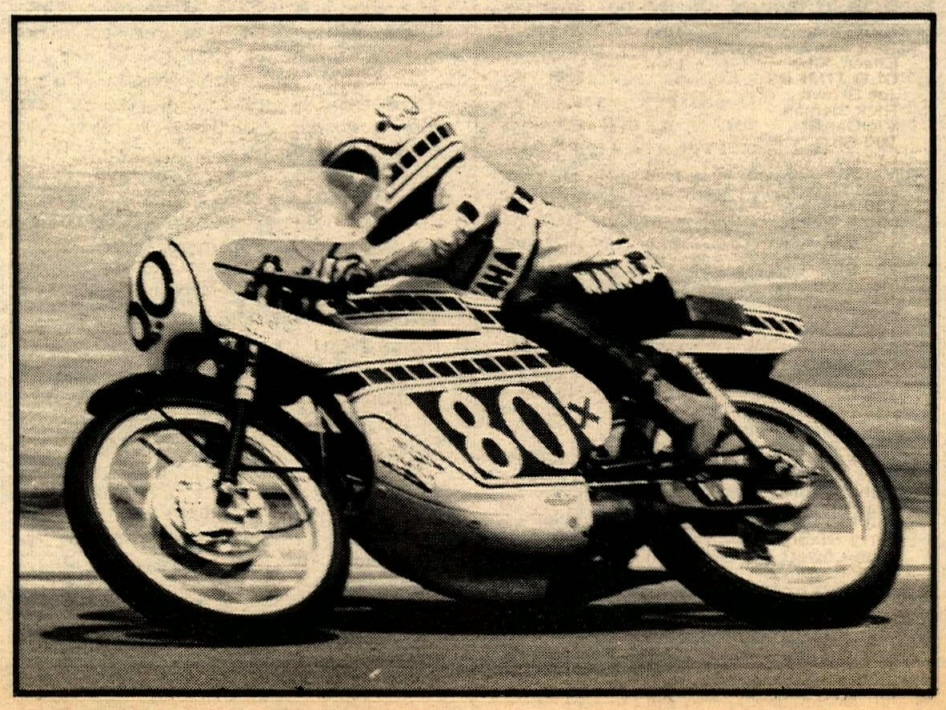
"I like racing because I like competition. I really don't like running away with the race like I do in 125 GP."

"He's got the will to win," says Doyle. "He's going to get a lot of experience against a lot of good riders and come back with a lot of knowledge."

"Jim's thinking of big things for Randy," adds Mrs. Mamola. "Naturally Randy will go as fast as he can, and it will be a good experience for him."

"I like to have competition," says Randy. "I just like to race."

Reminded of riders who say he only wins because of his fast motorcycles, Randy shrugs. "They're just jealous." ●



RESULTS

AMC Motocross
OCIR
Nov. 19, 1975
By John Bethea

MINI BEG
DeDe Cates M-M
Wayne Reid Hon
Patrick Kehoe Hon
MINI JR
Sam Storer Yam
Arnie Davis Hon
Kenny Campbell Yam
MINI INT
Dean Cates M-M
100 BEG
Jon Nichols Suz
100 INT
Jonny Clopton Hon
100 EX
Randy Skinner Hon
MINI EX
Steve Shippy Hon
Bryon Jordan Yam
Jeff Ward Hon
125 INT
Pat Delligatta Hon
Mike Monaghan Yam
Tony Graves Hon
250 INT
Glenn Tanaka Yam
Billy Napier Yam
125 PRO
Mark Tyer Hon
Mark Asbury Yam
Paul Schones Hon
OPEN PRO
Dave Foltz Suz
250 PRO
Dave Anderson Suz
OPEN BEG
Bruce Penhall CZ
Vern Luce BSA
E.D. Williams Yam
OPEN JR
Leo Saul CZ
Dan McNeill Hus
John Bush Suz
250 BEG
Dave Murphy Yam
George Kellum Yam
Jeff Bates Bul
250 JR
Bill Barker Bul
Bret Weyand CZ
Dann Vivier Hus
125 BEG
Charlie Hammill Yam
Robert Coombs Hon
Jerry Lee Hon
125 JR
Sonny Riner Hon
Bill Olsen Hon
Ken McBetn Suz

AME Motocross
Valley Cycle Park
Nov. 30, 1975
By Shirley

MINI JR
Erik Kehoe Yam
Omar Greco Hon
Chuck Kreuter Yam
MINI EX
Jim Cote Hon
Todd Hubert Hon
Steve Schmitz YZ
110 MINI
Mike Nance YZ
POWDER PUFF
Kim Lavigne Hon
Rox Ann Dougherty Hon
Eileen Alba Hon
OLD TIMERS
Joe Brown Suz
Rick Sieman Suz
Vic Danell CZ
100 BEG
Lyman Young Suz
Martin Klopman Yam
Jude Piasecki Suz
100 JR
Mitch Welch Yam
100 INT
Jim Cote Suz
125 BEG
Mark Nichols Suz
Jake Peterson Suz
Doug Spiker Suz
125 JR
Greg Toregerson Hon
Curt Jensen C-A
Doug Terzian Hon
125 INT
Randy Whiteaker Suz
Dave Humphreys Hon
Kent Bernstein Hon
125 PRO
Greg Robertson C-A
Willy Simons Hon
Evan Marcus Hon
250 BEG
Larry Dixon Yamam
John Lowett Bul
Vic Peterson Yam
250 JR
Mike Shoemaker Yam
Rob Evans Oss
Mike Cook Bul
250 INT
Ron Hornaday C-A
Jerry Coffey Suz
Jeff Drummen Bul
250 PRO
Don Hanson Mai
Dave Zahrt Oss
Will Harper Mai
500 BEG
Jack Vinyard Suz
Jim Learningham Oss
Brad Fiske CZ
500 JR
Kirk Harris Bul
Jerry Beaman CZ
Larry Blum Bul
500 INT
Bruce Boyd Suz
Don Dixon Yam
Mike Boal Suz
500 PRO
Randy Berkely Mai
Mike Smith Suz
Sherman Schneller Suz
OLD TIMERS ASSOC:
OT AM
Doug Archibald Yam
Boyce Williams Hon
John Webb Yam
OT NOV
James Jones Mai
Bob De Miranda Yam
Larry Harrison Suz
OT EX
Sam Jones Mai
Al Dennler Mai
Bob Milner Hus
OT MASTERS
John Rice Gre
Blackie Lewis Mai
Don Carey Oss

C.A.T. Foxie Trials
Arizona
Nov. 2, 1975

EXPERT
Randy Clark Suz
AMATEUR
John Ruggles —
Dave Clark Yam
Dave Warren Mon
NOVICE
Stephen Crane Bul
Richard Bacon Bul
Bob Fitzpatrick Suz
David Deweese Bul
Bill Gordon Mon
SENIOR
John Foy Mon
Don Makarov Hon
ENDURO
Phil Hancock —
WOMEN
Marilyn Ruggles Yam
Tammy LeBlanc Mon
JUNIORS
Brian Clark Yam
Nick Palmer Hon
David Leffman Yam

Amarillo Indoor
Short Track
Amarillo, TX.
Nov. 29, 1975

360 A PRO MAIN
Guy McClure Bul
Terry Tripp H-D
John Johnson Bul
Benny Spears Bul
SEMI FINALS 360 A
John Johnson Bul
Guy McClure Bul
Kane Lamkin Bul
Paul Johnson Bul
Bill Scholl Bul
SEMI FINALS 360 A
Terry Tripp H-D
Merlyn Plumlee Yam
Benny Spears Bul
Keith Dempsey Bul
360 B SPORTSMAN
Gary Sooter Bul
Clay Bichsel Yam
Carrol Vermillion Yam
Terry Brown Yam
SEMI FINALS
Gary Sooter Bul
Terry Brown Yam
Clay Bishel Yam
Marty Wallis Yam
SEMI FINALS 2
Mike Arp Yam
Carroll Vermillion Yam
Kirk Fulton Yam
Cash Brothers Bul
125 MAIN
Todd Tuckness Bul
Norden Smith Hon
Ricky Higgins Hon
Jerry Johnson Yam

Escape Country MX
Trabuco Cyn, Cal,
Nov. 29, 1975

SUPER MINI
Greg Gelalish Yam
SUPER MINI BEG
Gary Wagner Yam
SUPER MINI PRO
Dean Cates Yam
100 NOV
Malcohn McCassy FMF
100 INT
Mike Musson Hon
125
Mike Fowler Yam
125 BEG
Tim Vokley Hon
Scott Kincaid Hon
125 NOV
Mark Toma Hon
Robert Hoffman Hon
125 INT
Bill Dietz Yam
250
Harold Johnson Yam
Barry Johnson Yam
250 BEG
Dan Lewis Suz
250 NOV
George Wagner C-A
250 INT
Daniel McKinley Mai
Dan Zickuhr Mai
250 EX
Steve Montague Mai
Keith Dysert Hus
OPEN
Pete Jimenez Mai
OPEN INT
Dale Lewis Suz
OPEN EX
Mark Brooks Mai
HIGH SCHOOL QUAL
Alan Smith FMF
Mike O'Neal Suz
Dave Deville Hon
Dean Cates MN

TT Scrambles
Elsinore Raceway
Elsinore, Calif.
Nov. 22, 1975
By Andi Gangewer

MINI BEG/NOV
Kirk Johnson Yam
Eugene Brown Yam
Kevin Wagner Hon
MINI AM/EX
Scott Fraley Yam
Chris Cannon Yam
Ken McIntire Hon
100 COMB
Chris Cannon Yam
Steve Karsten Kaw
Steve Polson Yam
125 BEG
Donnie Davis Yam
Ed Gabler Yam
Duane Russell Yam
250 BEG
Ron Hlauka Kaw
Terry Williams Mon
Steve Lacher CZ
125 NOV
Duane Gallagher Yam
Dave Larson Hon
Steve Duer Suz
250 NOV
Ed Wine Yam
Jeff Wise —
Scott Pison Yam
OPEN NOV
Matt Haysom Yam
Chris Choisser Yam
Don Meiner Suz
S.S. SPEC
Mike Montgomery Yam
Steve Griffith Yam
Chris Choisser —
SPEC NOV
Scott Polson Yam
Lane Dennis Yam
Dennis Hight Yam
125 AM
Don Tortorelli H-D
Steve Griffith Yam
Jim Ingersoll Yam
250 AM
Pryor Campbell Yam
Gary Atwood Yam
Steve Colford Bul
OPEN AM
Mike Montgomery Yam
Jim Redding Yam
R. G. Stone Mai
125 EX
Mike Tidwell YZ
Donald Acker Hon
Jim Ingersoll —
250 EX
Mike Tidwell YZ
Greg Zehner YZ
Joe Steffen Yam
OPEN EX
Mark Reichert Yam
Jerry Mulkey Yam
Dean Meyer Bul
SPEC EX
Mike Tidwell YZ
Joe Steffen Yam
Dick Lewis Kaw

Cow Palace Speedway
Championships
San Francisco, Cal.
Nov. 28-29, 1975

FRIDAY NIGHT
DIV II
Duane Yarrow
HANDICAP CONSOL
Marty Benck
Jerry Bowers
Steve Bast
Mike Caruso
Dennis Robinson
Paul Orlandi
HANDICAP MAIN
Randy March
Barclay Trehal
Alan Christian
George Carter
Dubb Ferrell
Bruce Penhall
SCRATCH CONSOL
Barclay Trehal
Dennis Bobinson
Mark Cherry
Norm Denny
SCRATCH MAIN
Steve Bast
Alan Christain
Steve Gresham
Bruce Penhall
DIV II
Matt Jackson
HANDICAP CONSOL
Alan Christain
Cliff Ball
Barclay Trehall
Mike Caruso
Jerry Bowers
Rich MacMurray
HANDICAP MAIN
Steve Gresham
Steve Bast
Dave Sims
Mike Bast
Bruce Penhall
Marty Benck
SCRATCH CONSOL
Steve Gresham
Dennis Robinson
Dubb Ferrell
Alan Christain
SCRATCH MAIN
Mike Bast
Steve Bast
Jim Fishback
Mike Caruso
HIGH PT HANDI
BONUS
Alan Christain 52
Steve Bast 49
JR SPEEDWAY CHAMP
Lance King
Harlan Bast
Lewis Kossuth
Sterling Stryker
INDOOR CHAMP
Mike Bast
Steve Bast
Dubb Ferrell
Steve Gresham

Escape Country MX
Trabuco Cyn, Cal.
Nov. 30, 1975

SUPER MINI
Kevin Wood Hon
Luis Alvarado, Jr. Hon
SUPER MINI BEG
Don Nemarnik Hon
SUPER MINI NOV
Ryan Eide Yam
SUPER MINI INT
Shon Anderson Yam
John Vasquez Yam
SUPER MINI EX
Kevin Bowden MSC
100
Tim Willmeth Hon
100 BEG
Dale Himmelreich Yam
100 NOV
Ladell Eide Hon
Mark Riker Hod
125
Gary Mandella Yam
Dan Rutan Hon
Richard Madrid Hon
125 BEG
Sam Alvardo Hon
Dennis Vetter Hon
125 NOV
Wayne Talkington Hon
George Jeffers Suz
Eddie Drake Hon
125 INT
Mike Lyons Hon
Mike O'Neal Suz
Ray Barros, Jr. Yam
125 EX
Scot Clifton Hon
Mark Lawrence Yam
Steve Schilling Hon
250
Rick Shaddox Hon
Alan Davidson CZ
250 BEG
John Layne C-A
Dave Schuler Yam
Terry Bordon Suz
250 NOV
George Collings Bul
Wayne Talkington CZ
Bob Headley Mai
250 INT
Fred Smith Suz
250 EX
Jeff Jennings Bul
OPEN
Don Murphy CZ
Bill Bantau Hus
OPEN BEG
Bob Graham CZ
OPEN NOV
Leslie Rickey Suz
OPEN INT
Bob Savage CZ
OPEN EX
Steve Russell Suz
Tom Mayfield Mai
HI SCHOOL QUAL
Mark Lawrence —
Mark Iwakiri Hon
Tim McCasland YZ

El Cajon MC
Family Enduro
Santee, Cal.
Nov. 16, 1975

1. Ken Cater 1/250B
2. Charles Bennett 1/175C
3. Bob Bourgeois 1/250C
4. Bob McKay 2/250C
5. Fred Germain 2/250B
6. Frank Pollard 1/250+35
7. Bill Fuller 2/175C
8. Jeff Marx 3/250B
9. Mike Dawkins 3/250C
10. Wally Jordan 1/175+35
11. Ron Foley 1/175B
12. Walt Brown !/Op+35
13. Carl Seuss 1/OpC
14. Grant Willson 1/OpB
15. Jack Dawkins 2/Op+35
16. Gary Rose 3/175C
17. Ernie Buckels 2/OpB
18. John Turney !/OpA
19. Craig Magill 2/175B
20. Ed Martony 1/175A
21. S. Hollenbeck 3/Op+35
22. Harry Brattin 2/OpA
23. Dennis Wilson 3/175B
24. Bill Russo 2/OpC
25. Paul Pataky 2/250+35
26. Ken Taylor 3/OpC
27. D. Marble 3/250+35

ONE LOOPERS
1. Bruce North 1/100-16
2. Mark Reed 2/100-16
3. Stacy Munsey 1/250-16
4. M. Myrick 1/3wh
5. Stan Hatcher 3/100-16
6. Matt Rogers 1/175-16
7. Steve Snodgrass 2/175-16
8. Mike Long 3/175-16
9. Ron Brill 2/250-16
10. S. Hollenbeck 3/250-16

PARENT/CHILD
1. Kevin & Paul Pataky
2. Hardy & Staci Munsey
3. Bill & Paul Russo

HUSBAND/WIFE
1. Yvonne & Bob Goodman

TWO RIDER
1. Bob Bourgeois/ Bob McKay 8:11
2. Fred Germain/ Craig Magill 11:72

THREE RIDER
1. Bob Goodman, R. Foley/ Ed Martony 21:00

Cycleland Rough Scram.
Chico, Calif.
Nov. 23, 1975

80 MINI
Jim Souza Yam
Shannon Horton Yam
Kevin Friedman Hon
MINI 100
100 EX
Wade Wilson Suz
80 EX
Troy Cummins Yam
100 NOV
Scott Phillips Suz
Dan Fowler Yam
Tom Pearson Suz
125 NOV
Rick Lederer Hon
Dan Fowler Yam
Mike McAvay Yam
LADIES RACE
Patty Lisk Kaw
250 NOV
Brad Sanders Hon
Jack Jackson Kaw
Tony Zoppi Bul
360 NOV
John Sudberry Yam
Bob Ryan Yam
Dick Hiatt Bul
OPEN NOV
Larry Chase Yam
Jim Souza Hus
Kirk Mangam Kaw
125 JR
Ken Gray Hon
250 JR/EX
Al Jenkins Oss
OPEN JR/EX
Lonnie Manning CZ

Las Vegas MX
Las Vegas, Nev.
Nov. 23, 1975

250 NOV
Leigh Spooner Hus
Brian Mallory Suz
Don Fisher Mai
250 BEG
Robert Haberman Bul
Greg Ruiz Suz
250 EX
Mel Chapman Mai
Tom Lichty H-D
Ray Hess, Jr. Mai
250 AM
Manuel Diaz Suz
Mark Stanley Hus
Mike Brown CZ
500 EX
Tim Sparks Mai
Randy Finch CZ
Erwin Golden Suz
500 NOV/AM
Mike Allison Hus
Mike Mayse Yam
Richard Dashley Bul
MINI BEG
Ward Blitsch YZ
Guy Bork Hon
David Hiett Yam
60 MINI
Butch Williams Hon
Joe Sandbakken Hon
MINI NOV
Scott Robertson YZ
Scott Underwood YZ
Steve Perry Hon
MINI EX
Kevin Steele Ste
Steve Sandbakken MBP
Troy Fitch Yam
MINI AM
Wayne Arnold YZ
Jim Krumme Yam
Rick Herbert Hon
100 NOV
Tiny Scriven Yam
Doug Williams Suz
Cotton Sutcliffe Yam
AM/EX
Steve Fredericks Yam
Jim Rosmides Hon
Bobby Bouck Yam
125 NOV
Robert Mitchell Hon
Mike Gaskill C-A
Gary Zupanic Hon
125 BEG
Jim Broughton Yam
Kevin Ramsey Yam
Mike Sharp Yam
OVER 30
John VanHoove Mai
Norm Barron Bul
Richard Dashley Bul
125 EX
Randy Limbrough Hon
Bultaco Bob Bul
Glen Munyan DG
125 AM
Bill Seifman Yam
David Thomsen Hon
Mark Causey Hon

CRC Motocross
DeAnza Cycle Park
Sunnymead, Calif.
Nov. 23, 1975
By Gus

OPEN INT
Tony Pena Yam
Rocky VanZant Mai
OPEN NOV
David Stephens Bul
Ron Corwin Bul
OPEN BEG
Michael Slater CZ
Michael Morin Yam
VET
Steve Loftis Yam
John L. Wilson Hon
Bill McGowen CZ
250 PRO
Keith Patten MMF
Ken Ehlers Suz
Steve Potts PCH
250 INT
Steve Jackson Yam
Greg Stone Yam
Mici Lulotke Hus
250 NOV
Mark Page Hon
Jim Lawson Oss
Ron Flores Yam
250 BEG
Jeff Cramer Yam
Greg Hope Suz
Tim Young Yam
125 PRO
Kevin Callaway Yam
Vince VanHook Bec
Albert Cancino Hon
125 INT
Joseph Ruffino Hon
Brad Osborne Hon
Bob Brammer Yam
125 NOV
Chuck Warren Yam
Marty Smith Hon
Don Davis MMF
125 NOV -16
Danny McDougal Yam
Mike Dickherber Suz
Danny Burtt Yam
125 BEG
Lloyd Hilton Hon
George Madaris Yam
Steve Sliver Suz
125 BEG -16
Craig Gormley Yam
Chris Collins Suz
Jeff Martyn Hob
WOMEN'S DIV
Carmen Reichenberg Hon
Donna Walker Yam
100 NOV
John L. Wilson Suz
Scott Sasala Suz
Greg Apostolou Kaw
100 BEG
Ralph Fierro Suz
Doug Schingeck Yam
Bob Brooks Suz
MINI BEG
John Walker Yam
Chris Harris Yam
Mike Lotspeich Hon
MINI NOV
TOny Barbacovi Hon
Kevin Bowman Hon
MINI EX
Eric Collins Hon

RESULTS

Rio Bravo MX
Houston, TX.
November 30, 1975
By Mark Knowles

MINI MINI	
Dannon Norman	
Chad Parker	
Unavailable	
Todd O'Neil	
MINI UNDER 12	
Criag Raymond	
Todd Guillory	
Mike Dickien	
Eric Davidson	
MINI OVER 12	
Billy Grubb	
Guy Welch	
Chuck Platt	
Terry Nall	
POWDER PUFF	
Tina Duncan	
Donna Koch	
Diana Ashen	
Lynn Jones	
OVER 30-125cc	
Bob Merritt	
Jim McBay	
Jerry Elroy	
Buddy Hallane	
OVER 30= OPEN	
Larry Matuszewski	
D.R. Williams	
John O'Barres	
John Dowdson	
100 AM	
Scott Stephens	
Jerry Strother	
Boo Boo Cluster	
125 AM A	
Curt Hawkins	
Mike Holdsworth	
Randy Divin	
Roger Parsher	
125 AM B	
Scott Stephens	
John Duppenschmidtt	
Kevin Eckelmon	
Darrell Mahlec	
125 INT	
Clint Ward	
Ricky Glasser	
Kevin Allen	
Phil Mayer	
125 EX	
Glen Urguhart	
Terry Strothers	
Robert Coreale	
Peter Goolishian	
250 AM A	
John Mikolas	
Jim Barnes	
Donny Gillory	
Wayne Rutherford	
250 AM B	
Bobby Canady	
Guy Romaine	
Vance Coward	
Linda Barnes	
250 EX	
Keith Duffy	
Bill Green	
Allen Humphrey	
Lewis Dill	
OPEN AM	
Jimmy Ingram	
Mike Gil	
Randy Williams	
Tom Outwin	
OPEN EX	
Keith Duffy	
Mark Pardue	
Phillip Yarabrough	
Tommy Craddock	

AME Nite MX
Indian Dunes
Nov 26, 1975
By Shirley

MINI JR	
Holly Trolxler	Yam
Jim Boyd	YZ
Eric Flynn	Hon
MINI EX	
Steven Schmitz	YZ
Kevin Allman	YZ
Mike Mercier	YZ
110 MINI	
Scott Boek	Pow
POWDER PUFF	
Rox Ann Dougherty	Hon
OLD TIMERS	
Dick McDonald	Suz
Keith Phillips	CZ
Wiley Seitzler	Suz
100 BEG	
Chuck Gunter	Suz
Troy Snyder	Suz
100 JR	
Jeff Kirby	Suz
100 INT	
Steve Jones	Suz
Dave Ritter	Suz
125 BEG	
Kirk Sturgeon	Hon
Chris Cuneo	Hon
Jeff Mallory	Yam
125 JR	
Greg Boren	Hon
Jeff Brigham	Hon
Jeff Johnson	Yam
125 INT	
Mark Wiklund	Hon
Mark Boren	Yam
Arnold Comproni	Suz
125 PRO	
Bobby Jones	Hon
Jim Hale	Hon
Jerry Shore	Hon
250 BEG	
Tim Abernathy	Suz
Dennis Murry	Hon
Geof Barrett	Suz
250 JR	
Bob Turney	Mai
Robin Fedemeyer	Mai
Kevin Kratz	C-A
250 INT	
Rich Titus	Suz
Jere Mason	Mai
Chris Napolitiano	CZ
250 EX	
Don Hansen	Mai
Dale Tittlemier	Suz
Will Harper	Mai
500 BEG	
Jerry Asher	Yam
Steve Grudt	Mai
500 JR	
Pat Dovvins	Tri
Larry Blum	Bul
Mitch Allread	Mai
500 EX	
Dave Haugh	Mai
Ron Haase	Mai

Sprocketts Park TT
Bakersfield, Cal.
Nov. 23, 1975
By Cosmic Cat & Co.

89cc NOV	
Mark Hannah	Yam
John Lawson	Ind
Kevin Cox	Suz
JUNIOR	
Robert Land	Yam
Criag Baird	Suz
Bobby Francesco	Yam
EXPERT	
Mike Garrison	Yam
Mike Yufchak	Yam
Bob Ely	Yam
100cc NOV	
Steve Gould	Yam
Calrk Sumner	Suz
Bert Stephens	Kaw
100 JR/EX	
Richard Sing	Suz
Kirk Smith	Suz
Kent Bowser	Kaw
125 NOV	
Dennis Stubblefield	Suz
Jim Williams	Yam
Monty Greer	Suz
125 JR	
William Riggan	Yam
Gary Baker	Suz
Gary Long	Yam
125 EX	
Derek Land	Yam
Duane Snell	Yam
Richard Torres	Yam
175-200 NOV/JR	
Roland Gray	Bul
Jon Hulsey	Yam
Roger Lady	Yam
175-200 EX	
Steve Boswell	Yam
Don Sing	Suz
Aaron Hunter	Bul
250 NOV	
Scott Kemper	Yam
Brian Edwards	Yam
Sammy Thompson	Yam
250 JR	
Kenny Welch	Suz
Roy Knight	Yam
Gary Luther	Yam
250 EX	
Derek Land	Yam
Lee Hales	Bul
Frank Adamo	Yam
360-500 NOV	
Rick Beals	Yam
Carl Casanova	Yam
Brandon Thompsett	Suz
360-500 JR	
Joe Miller	Yam
Mike King	Suz
Bobby Edgar	Bul
350-500 EX	
Shawn Leopold	Hon
Frank Adamo	Yam
Tom Smithpeters	Bul
OPEN	
Rick Newby	Tri
Willie Edmonston	Tri
Alvin Griffith	Tri

S.I.R. MX
Kent, Wash.
Nov. 20, 1975
By Sue Sykes

MINI A	
Ken New	Yam
Bill Rowland	Hon
Mark Anderson	Hon
MINI B	
Dawane Smith	Yam
Roger Kenney	Yam
Roger Zoerb	Hon
100 B	
Dennis Easton	Yam
Cliff Blakemore	Yam
Jeff Emerson	Yam
100 C	
Bob Dawson	Suz
Darrell Balkemore	Yam
125 PRO	
Gary Recca	Hon
Ed Davis	Hon
Marvin Sykes	Hon
Mike Odden	Yam
125 B	
Greg Doyle	Hon
Roland Miller	Hon
Clint Calhoun	Yam
125 C	
Dan Batholomew	Hon
Brad Dorsey	Hon
Jeff Milurn	Hon
250 PRO	
Rick Weidman	Hon
Dan Amor	Hon
Gary Chase	Hus
250 B	
Todd Kurthy	Hus
Glen Sowards	Yam
Shain Burke	Yam
250 C	
Steve Shattuck	Kaw
Dan Overstreet	Kaw
OPEN PRO	
Ed Davis	Suz
Mitch Fay	Pen
Dave Bunker	Hus
OPEN B	
Jeff Samac	Yam
Gary Bratton	Suz
Dan Grist	Suz
OPEN C	
Mike Carpenter	Yam
Chris Hughes	Suz

Puyallup Raceway Park
Puyallup, Wash.
Nov. 23, 1975
By Sue Sykes

MINI A	
Leonard Saunders	Hon
Mike Eyre	Hon
Ken New	Yam
MINI B	
Roger Zoerbe	Hon
Kevin Wolf	Yam
Steve Dahlquist	Yam
100 A	
Pat Jacobson	Yam
100 B	
Terry Hofoss	Hon
John Matney	Suz
100 C	
Jayne Nickle	Hon
Howard Humbyrd	Suz
David Halbeisen	Suz
125 PRO	
Bill Joyce	Hon
Mark Gregson	Kaw
Lee Voss	Suz
125 B	
James Bouman	Hon
Brad White	Hon
Clint Calhoun	Yam
125 C	
Jim Anderson	Yam
Sandy Kahne	Hon
Tim Bowman	Suz
250 PRO	
Mitch Simmons	Yam
Todd Snyder	C-A
Mark Gregson	Kaw
250 B	
Don West	Bul
Bill Capellen	Hon
Barton Chelette	C-A
250 C	
Mike Meyers	Yam
Steve Shattuck	Kaw
Jerry Miller	C-Z
OPEN PRO	
Larry Mac Kenzie	Yam
Bert Noble	Pen
George Wyse	Suz
OPEN B	
Number 5	—
Eric Olsen	Bul
Dan Grist	Suz

Handlebar Hills Indoor
Point Standings
Amarillo, TX.
Nov. 30, 1975

John Johnson	675
Benny Spears	600
Terry Tripp	575
Guy McClure	550
Randy Cathel	500
Paul Johnson	425
Monte Meers	400
Wayne Caswell	400
Merlyn Plumlee	350
Tom Deckard	300
Darrell Hanks	300
Bill Scholl	300
Wes Powell	300
Sam Tidwell	275
Don Parker	200
Tim Dillard	200
Bill Brown	200
Arlon Mitchell	150
Buck Boren	150
Kane Lamkin	125
Mike Willatt	125
Keith Dempsey	125
Earnest Quinn	100
Ricky Blackwell	100
J. R. Rawls	100
Kenny Osborne	100
Jim Murray	100
Dave Fisher	100
Tim Deckard	100

CMC Motocross
Brentwood, Cal.
Nov. 30, 1975
By Marvin Patton

125 EX	
Mike Montgomery	Yam
Mike Schwegmann	Hon
David Ernst	Yam
250 EX	
Phil Crane	Suz
Chris Grewer	Hus
Bill Johnson	Yam
OPEN EX	
Bob Myers	Suz
Scott Davis	Mai
Bob Sullivan	Yam
MINI NOV	
Fred Winters	Hon
Steve Machado	Yam
Kelly Barry	Yam
MINI EX	
Jim Cunningham	Yam
Fred Merkel	Hon
VETERAN	
Lynn Wigington	Bul
Dave Grip	Mai
Steve Machado	Yam
OLD TIMERS	
R. K. Mailow	Yam
Walter Bonner	Hon
Marvin Patton	Hus
100 NOV	
Joey Schlag	Suz
Jim Lemke	Suz
Bruce Morrison	Suz
125 NOV DIV I	
Rich Taigo	Hon
Russell Daley	Yam
Mike De Herrera	Yam
125 NOV DIV II	
Joe Tomas	Hon
Andy Key	Mon
Brad Jones	Trop
250 NOV DIV I	
Phil Douglas	Hus
Dennis Tate	Suz
Brad Bergquiest	Hon
250 NOV DIV II	
Billy Risner	Hon
Tom Denton	Yam
Jerry Edie	Yam
OPEN NOV	
Steve Law	Mai
Rick Ellis	Suz
Randy Saveson	Mai
125 INT	
Ben Crocco	Hon
Beto Rossi	Hon
Tex Collingwood	Hon
250 INT	
Richard Smith	Yam
Herb McWilliams	Mon
Joe Borland	Mon
OPEN INT	
Mario Musto	Mai
Peter L. Ford	BSA

Orland Indoor
Short Track
Orland, Cal.
Nov. 29, 1975

MINI CLASS	
Doug Mignano	Yam
125 NOV	
Jody Patterson	Yam
Mark Weber	Hon
250 NOV	
Monty Heath	H-D
Dave Koistinen	Bul
360 NOV	
Tom Hanon	Bul
Scott Longnecker	Yam
360 JR	
Mark Dever	Yam
Ricky Caldwell	Bul
250 EX	
Dallas Turner	Yam
Rick DeLacy	Yam
Danny Hogue	Yam
360 EX	
Greg Ferguson	Hon
John Grant	Yam
Dennis Muilrath	Yam

Oakdale Scrambles
Oakdale, Cal.
Nov. 23, 1975
By Ann Carr

MINIS	
OPEN EX	
James Cunningham	Yam
Shawn Callahan	Yam
Kirk Brewer	Yam
OPEN JR	
Jody Gaines	Yam
Mark Silvas	Suz
OPEN NOV	
Hector Herrera	Kaw
Danny Ham	Suz
80 EX	
James Cunningham	Yam
Phil Bakarich	Yam
Jeff Mason	Hon
Doug Chandler	Yam
180 JR	
Ricky Smith	Yam
Terry Lewis	Hon
Cory Cantaloupi	Yam
80 NOV	
Kelly Woods	Hon
George Hopper	Yam
Scott Rose	Rup
60 JR/EX	
Mike Wilson	Hon
60 NOV	
Kurt Chandler	Ind
Kenny Ballou	Yam
PEE WEE	
Ricky Winters	Hon
SPORTSMAN	
100 NOV	
Randy Taylor	Yam
Paul Moore	Yam
125 NOV	
Jeff Haney	Hon
Laird Byhrni	Hon
John Longonotti	Yam
125 JR	
Rodney Greener	Hon
Roger Harrill	Hon
125 EX	
Richard Woods	Hon
Don Cataloupi	C-A
Ted Davidson	Yam
175 NOV	
Doug Carlton	Yam
Perry Donohew	Car
200 NOV	
Dave Harvey	Bul
250 NOV	
Darrell Thompson	Hon
Terry Huffer	Hon
George Smith	Hon
250 JR	
Richard Smith	Yam
Bill Cherry	Mon
250 EX	
Mike Jennings	C-A
Kim Jorgensen	C-A
Alex Jorgensen	C-A
OPEN NOV	
Allen Rouse	Bul
Kelly McPherson	Yam
OPEN JR	
Don Taylor	Yam
Dennis Filtze	Yam
OPEN EX	
Ted Davidson	Yam
Rick Woods	Suz
Dale Mathers	Yam

Lockhart MX Park
Lockhart, Tex.
Nov. 23, 1975
By DeWitt Henderson

MINI BIKES	
Rex Weed	Hon
Mark Olguin	Hon
Keith Davis	Yam
Lee Landry	Hon
100 NOV	
Troy Patterson	Suz
Jack Beham	Suz
Kevin Horton	Hon
Danny Hendricks	Yam
125 NOV	
Jeff Frazier	Hon
Kirk Hanna	Yam
Alan Meyer	Hon
Bob Burkhart	Hus
125 INT	
Mitch Mitchell	Yam
Mike Maloney	Hon
Randy Roberson	Yam
Ed Carey	Hon
250 NOV	
Brian Wilson	Yam
Barry Billington	Hus
Chris Sharp	Yam
Donny Cox	Bul
250 INT	
David Wallace	Hu
Davis Stutts	Hus
Chuck Flanagin	Bul
Jim Parsons	Hus
OPEN NOV	
Jim Hohlt	Mai
Kent Kottler	Mai
Mike Molere	Hus
Lee Biggart	Yam
125 EX	
Mark Wheeless	Yam
David Daniels	Yam
Derry Gardner	Yam
Rick Reed	Hon
250 EX	
Bryan Briggs	Yam
Ricky Pilgrim	Yam
Robby Hernlund	Hus
David Stearns	Yam
OPEN EX	
Roger Brown	Yam
Robert Reynolds	CZ
Stuart Williams	Hus
Stacy Howle	Bul

VRA Motocross
Valley Cycle Park
Nov. 23, 1975
By Chris Hatounian

125 SR	
G. Robertson	C-A
M. Gambretta	Hon
A. Delarge	Yam
250 SR	
M. White	Hus
S. Roark	Bul
J. Mercier	Suz
500 SR	
D. Cheny	Yam
MINI	
E. Kehoe	Yam
T. Stout	Yam
Z. Zelch	—
100	
D. Shnieder	Suz
S. Finer	Suz
M. Klopman	Yam
125	
R. Godel	Hon
T. Lopez	Yam
S. Curtis	Hon
125 INT	
J. Barnes	FMF
W. Reys	Hon
R. Weatherby	Yam
250 INT	
R. Hornaday	C-A
J. Mason	Mai
R. Hurtodo	Mai
500 INT	
R. Seiman	Suz
I. Perse	Mai

D-37 PT. Standings
All but "Last Chance"
By Nate Sciacqua

1. Tom Spurlock	585
2. David Ekins	564
3. Walter Tabor	553
4. Rick Munyon	550
5. John Townsend	535
6. Jay Tullis	485
7. Ken Lewis Jr.	475
8. Reggie Krong	477
9. Sam K. O. Lyman	465
10. Darryll House	445
11. Fred Hayes	440
12. Dave Holeman	436
13. Robert Brooks	433
14. Mike Sterling	416
15. R. B. Knapp	393
16. Dave Evans	373
17. Mike Hannon	370
18. Jerry Owen	370
19. Mike Adams	367
20. Chess Gaver	360
21. Bob Steffan	355
22. Larry Twait	342
23. Punk Wilson	337
24. Harry Keast	330
25. Dale Boller	265
26. Ron Woods	262
27. Bob Reynolds	255
28. Ken Lewis	238
29. Steve Keull	230
30. Don Leech	380
31. Gordon Dickson	225
32. Jim Ingersoll	215
33. Bruce Huntley	215
34. Harold Hosted	206
35. Gary Calkins	205
36. J.C. Ray	203
37. Larry Langley	200
38. Nate Sciacqua	198
39. Dick Harris	195
40. Chuck Miller	195
41. Gerry Urban	195
42. Dan McKinney	190
43. Robert Cronkite	190
44. Mike Butler, Sr.	186
45. Bob Nickelsen	186
46. Jim Thompson	182
47. Ben Farner	180
48. Merv Munyon	179
49. Dan Cleveland	175
50. Steve Bell	175

S.R.A.C. State Open
Championship MX
Colorado Springs, CO
Nov. 30, 1975
By Action Oz

OPEN CLASS	
Arlo Englund	Kaw
Jack Todd	Hus
Charles Geist	Suz
Hubert Betzon	Pen
Van Rubick	Yam
Ray Geist	Mai
Shane Cannon	Yam
Chuck Stichter	Bul
250 SUPPORT	
Arlo Englund	Kaw
Albert Firestine	Yam
Jim Wicks	Bul
Richard Dostoll	Bul
Stanley Smith	Suz
Barry Lewis	Yam
Steve Elgard	Hus
Steve Booth	Mai

The Post Enduro
Post, Texas
Nov. 9, 1975

1st OVERALL		
Don Sanford	1000 (01.)	Hon
0-100 "A"		
Glenn Allison	999 (.30)	Pen
Bill Baker	997 (.12)	Pen
Joe Dixon	997 (.28)	Hod
101-125 "A"		
Coy Hopson	998 (.13)	C-A
Steve Whitworth	996 (.36)	C-A
Kinki Koi	995 (.09)	Pen
126-200 "A"		
Eddie Brashe	1000 (.18)	Pen
Bryan Atwood	997 (.02)	Yam
Don Engeling	997 (.25)	Pen
201-250 "A"		
Mike Bradshaw	1000 (.09)	Hus
Roy Pool	998 (.02)	C-A
Jim Murrell	997 (.02)	Pen
251-Open "A"		
Jack Henry	1000 (.20)	Pen
Charles Bishop	1000 (.37)	Hon
Floyd Stretch	997 (.27)	Yam
0-100 "B"		
Jim McCartney	999 (.29)	Pen
Make McDermott, Jr.	986	Pen
Pat Easley	980	Pen
101-125 "B"		
Charles Spaugh	1000 (.10)	C-A
Joe Fisher	995 (.01)	Yam
Mark Brady	995 (.12)	Hon
126-200 "B"		
Doyle Rogers	996 (.08)	C-A
Billy Martin	996 (.36)	C-A
Robert Meitzen	995 (.03)	Hon
Phil Payne	994 (.12)	Hon
201-250 "B"		
Richard Parker	998 (.04)	Bul
Lee Watts	997 (.10)	C-A
Tommy Newton	997 (.44)	Hon
251-Open "B"		
John Fero	1000 (.40)	Yam
Steve Seaton	998 (.29)	Bul
Rick Corbin	996 (.19)	Rok
SENIOR MEN		
Lewis Ashby	996	C-A
Jack Moss	993	Pen
J.R. Horne	992	Pen
3-MAN TEAMS		
1. John Ford	Yam	
Floyd Stretch	Yam	
Bob Bauerkemper	Yam	
2. Steve Seaton	Bul	
Lee Watts	C-A	
Lewis Ashby	C-A	
3. Roy Pool	C-A	
Steve Whitworth	C-A	
Jerry Hunzeker	Hon	
WOMEN'S OPEN "A"		
Lynett Pool	1000	Yam
Carol Jones	998	Hus
Laverne Phillips	989	Pen
WOMEN'S OPEN "B"		
Rita Rogers	1000	Hon
Linda Spaugh	999	Hon
Pat Brownlee	996	Pen
16 & UNDER		
Randy Holley	996	Oss
Ken W. Collins	994 (1.02)	Hon
Todd Brady	994 (1.08)	Hon
0-200 "C"		
Marvin McDullough	1000	Hon
Jay Lott	998	Hon
Larry Perkins	996 (3.23)	Pen
201-OPEN "C"		
Jimmy Rodman	996 (3.28)	C-A
B.W. Pruitt	996 (3.49)	C-A
Ron Hawkins	994	Yam

AFM 1975 Overall Point Standings

125 PROD	
Ulrich	40
Andrich	35
Kiehl	20
O'Conner	20
Sachs, Ed.	18
Lester	14
200 PROD	
Chermak	72
Unini	30
Kochevar	26
MKennan	24
Frey	10
Epstein	8
350 PROD	
Tigert	36
Clough	28
McCreary	22
Pulyer	19
Sizelove	19
Hargett	16
250 PROD	
Gingerelli, D.	56
Karpynec	50
Garoutte	40
Hlavaka, R.	39
Billings	9
Orenczuk	8
500 PROD	
Elkin	52
Clough	39
Koren	21
Vibe	18
Lipanovich	14
Cochran	10
750 PROD	
Siegel	55
Steele	27
Nielson	24
Kochevar	22
Breese	16
Unini	12
OVERALL PROD	
John Chermak	74
Scott Clough	67
Martin Siegel	58
Dain Gingerelli	56
Gerry Elkin	52
Wally Karpynec	50
Rich Kochevar	48
Dave Garoutte	46

Action Raceways Redding, Cal. Nov. 16, 1975

PEE WEE	
Bobby Moore	Hon
MINI AM	
Randy Cotney	Ind
MINI JR	
Brian Pearson	Ind
James Boyde	Hon
Gary Pool	Hon
100 JR	
Don Bramlett	Yam
Dale Castleman	Hod
Fred Edwards	Suz
125 JR	
John Gambill	Hon
Ken Lampe	Yam
Evan Humphrey	Hon
250 JR	
Mike Walesch	Kaw
John Hemsbergen	Hon
Dan Frisbie	CZ
OPEN JR	
Larry Chase	Yam
Dale Jarvis	Mai
Jim Mathewson	Yam
125 AM	
Mel Sample	Hon
250 AM	
Bob Fisher	Mai
OPEN AM	
Kenny Loflin	Mai
EXPERT	
Tad Gumbmann	KTM

Cen-Tex MX Cameron, Tex. Nov. 16, 1975 By Gary Hansen

MINI	
Becky Houston	Hon
Brett Houston	Yam
Bert Bass	Yam
100 CLASS	
Joey Billeio	Yam
Kelley Mills	Suz
Bill New	Yam
125 NOV	
Robin Miller	Yam
Sandy Shofner	Suz
Randy Curry	Yam
125 JR	
Greg Jones	Suz
Nick Cordova	Hon
Bill Rouse	Yam
250 NOV	
Ronnie Lovell	Suz
Daid Cummings	Mai
Tommy Pavelka	Yam
250 JR	
Chuck Houston	Yam
Jerald Moszee	Yam
OVER 30	
Jim Mayes	Suz
Dennis Smith	Mai
Gayle Bass	Suz
OPEN JR	
Chuck Houston	Yam
William Skinner	Yam
Davis Woods	Yam

Indoor ST Reno Park Reno, Nev. Nov. 22, 1975

MINIS	
60 N/J/E	
Ed Carpinella	
80 NOV	
Jenni Miles	
80 J/E	
Michael Cryer	
100 NOV	
Clay Hodges	
Leonard Hadlock	
125 NOV	
Ronald Clarke	
125 J/E	
Marty Martin	
200 NOV	
Wayne Backlund	
250 NOV	
Rodney Ginn	
250 JR	
Cliff Richardson	
250 EX	
Manuel Crummett	
360 NOV	
Ed Arriuht	
360 JR	
Perry Smith	
360 EX	
Robert Boyer	

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Antelope Ramblers M.C. Hare & Hound trophies may be picked up at all remaining D-37 desert races. If you are unable to make these races, please call (213) 996-0150 (until Dec. 1 only) and make an APPOINTMENT to pick up your trophy. (46/3x)

Simi Valley M/C August 3rd MX, trophies are available by calling (805) 527-4860. (49)

DRA Team Race California City, Cal. Unofficial Results December 7, 1975

OPEN EX	
Cordis Brooks/ Tim Bowman	Bul CZ
Bob Balentine/ Doug Winchell	KTM
Jamie Avels/ Dave Wood	Yam
OPEN AM	
Chris Kallen/ Wes Finkle	Yam
Pat McEvoy/ Prosperous Shepard	Yam
Larkin Wight	Tri
250 EX	
Larry Roeseler/ Brent Wallingsford	Hus Yam
Dean Miller/ Mike Johnston	Yam Vil
Mike Eckhardt/ Jody Belknap	SNL
250 AM	
Tony Steffins/ Doug Posson	Yam Pen
250 NOV	
Chuck Loyd/ Dave Jensen	Yam Yam
Monty Lee/ Neal Crane	Bul Yam
250 BEG	
David Jackson/	Yam
Devon Cobbs/ Jack Mance	Hus
0-200 EX	
Tom Kelly/ Bob Romine	Yam
Eric Spaeth/ Gary Praster	Hon Yam
0-200 AM	
Allen Meek/ Ron Hedthke	KTM Hon
0-200 BEG	
Jon Bates/ Ralph Delius	Yam Yam
SENIOR	
Gus Paull/ Leonard Jones	Yam Bul
POWDER PUFF	
Leslie Klug/ Michelle Griffin	Yam Hus
POWDER PUFF BEG	
Marge Gregory/ Jolene Payne	Yam
MINI	
Kelly Kline/ Ronnie Wilson	Hon

AMC Motocross OCIR Nov. 26, 1975 By John Bethea

MINI EX	
Bryan Jordan	Yam
Bryon Antonacci	Yam
Scott WAtson	Yam
100 EX	
Greg Toyama	FMF
Shane Hawley	Hon
100 JR	
Malcolm McCassey	Suz
Tom Hernandez	Hon
MINI JR	
Sam Storer	Yam
Cary Faas	Hon
John Vasquez	Yam
100 BEG	
Bob Neshi	Yam
Bill Rose	Cal
Mike Nichols	Suz
MINI BEG	
Ross Klatt	Yam
DeDeCates	M-M
Waune Reid	Hon
250 PRO	
Tom Cross	Suz
Mark Marriott	Suz
Jeff Szueber	Yam
OPEN PRO	
Joe Johnston	Suz
Tom Mayfield	Mai
Steve See	Suz
250 JR	
Kenny Meeks	Suz
Ron Flores	Yam
Bret Weyand	CZ
250 INT	
Jim Carlino	Mai
OPEN JR	
Larry Lund	CZ
OPEN INT	
Dan McNeil	Hus
OPEN BEG	
Roger Hendrix	Kaw
Ed Williams	Yam
Bob Dagley	CZ
250 BEG	
Dave Murphy	Yam
Jeff Frost	Suz
Carl Olson	Mai
125 PRO	
Mark Lawrence	Yam
Steve Schilling	Hon
Dana Nelson	Yam
125 INT	
Mike Monghan	Yam
Mike McCormick	Yam
Ron Stroner	Bul
125 JR	
Sonny Riner	Hon
Randall Dyer	Hon
Bill Olson	FMF
125 BEG	
Wayland Shropshire	Yam
Mickey Tedder	Hon
Dean Cates	Yam

CMC Motocross Saddleback Park Orange, Cal. December 7, 1975 By Joel Jamieson

MINI JR	
Ron Lounsbury	Yam
Jeff Prieur	Yam
Bryan Ford	Hon
MINI EX	
Gary Tomblin	Hon
Brett Bell	Hon
Andy Orescanin	Hon
100 JR	
Mark Cottingham	Suz
Ruben Falcon	Yam
Eric McWilliams	Suz
125 PRO	
Broc Glover	DG
Alan Smith	FMF
Ron Turner	Suz
Katushi Naito	Suz
John Tessitore	Hon
125 INT	
Bob Rutten	Hod
Alec Petterson	DCC
John Fry	Hon
125 JR DIV I	
Terry Shekell	FMF
Gay Jacob	Hon
Larry Norton	Hon
125 JR DIV II	
Dan Jefferson	Hon
Mark Toma	FMF
Jerry Jeffery	Hon
250 PRO	
Jeff Jennings	Bul
Steve Wise	Kaw
Robert Elliot	Suz
Katushi Naito	Suz
Mike Bell	Hus
250 INT DIV I	
Steve Rhyan	C-A
Joel Grant	Bul
Pete Smith	Mai
250 INT DIV II	
Rick Asch	Suz
Steve Blackman	Bul
David Potts	Suz
250 JR DIV I	
Bill Schmetz	C-A
Mickey DeGraff	Hus
Jim Logsdon	CZ
250 JR DIV II	
Rob Tebbs	Yam
Farley Brown	Hus
Randy Rienhard	Mai
500 PRO	
Doug Sherman	Mai
Maseru Ikeda	Suz
Joe Johnston	Suz
Mark Rodman	Kaw
500 INT	
Randy Blevins	CZ
Bill Peters	Bul
Jeff Clark	CZ
500 JR	
Marc Crosby	Mai
Robert Spicer	Yam
Shawn Underwood	Yam

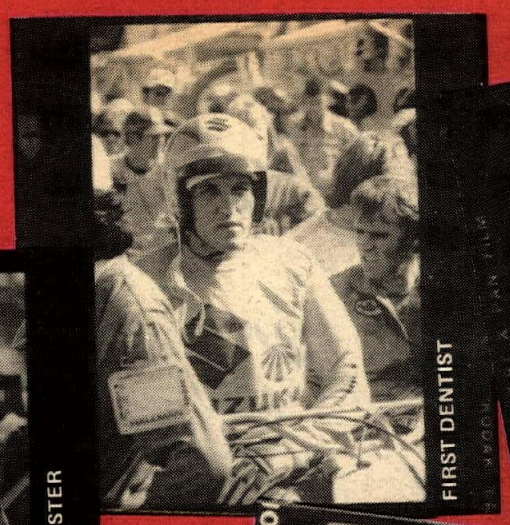
AMC Motocross Carlsbad, Cal. December 7, 1975 By Mike Yada

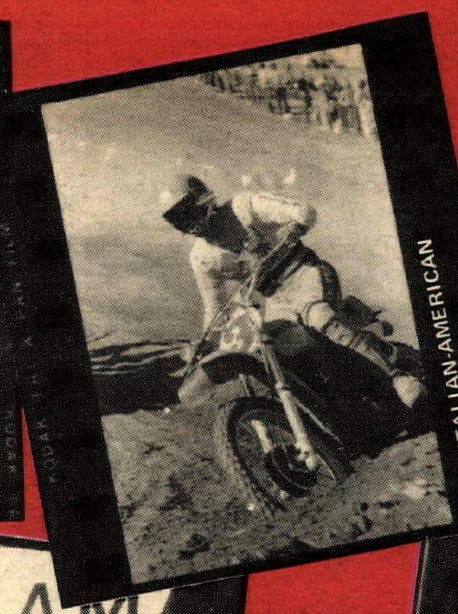
500 PRO	
Richee Collins	KTM
Jeff Borden	Mai
Richard Kastner	Bul
500 INT	
Jim Beltinck	Mai
Gary Harris	Hus
Sandy Pulford	CZ
500 JR	
Charles Ball	Yam
Ken Fuelner	Mai
Earl Turman	Suz
500 BEG	
Harold Ayersman	CZ
Bob Dagly	CZ
250 PRO	
Jeff Szueber	Yam
Chuck Rouse	Hus
Richard Kastner	Bul
250 INT	
Red Van Den Raadt	Yam
Wayne Schmidt	Suz
John Curtis	Kaw
250 JR	
Mike Sole	Kaw
Scott Kinier	Yam
Mark Lohrbach	Bul
Scott Kinier	Yam
250 BEG	
Kevin McLaughlin	Yam
Bill Pitts	Mai
Dempsey Stocker II	Suz
125 PRO	
Dennis Curtis	Hon
Steve Gerber	Yam
Nelson Whitehill	Yam
125 INT	
Joseph Ruffino	Hon
Kenny Schaelchlin	Hon
Mike Monaghan	Yam
125 JR	
Ron Lafranchi	Yam
John Moyer	Yam
Chuck Parme	Suz
125 BEG	
Kerry Chaffer	Hon
Bob Kerz	Suz
Scott Anderson	Hon

CMC Road Race Ontario, Cal. December 7, 1975 By John Ulrich

50 GP	
Bob Nolan	Suz
Paul Wide	Yam
Dennis Berg	Suz
100 GP	
Mike McAvoy	Kaw
Flew Juliussen	Kaw
Don Wicks	Kaw
125 GP	
Phillippe DeLespinay	Yam
Tom Doty	Hon
Art Friedman	Yam
200 GP	
Mike Velasco	Kaw
John Hewitt	Yam
Don MacMullen	Hon
250 GP	
David Emde	Yam
Bob Murray	Yam
Larry Koop	Yam
350 GP	
David Emde	Yam
Harry Klinzmann	Yam
Keith Code	Yam
500 GP	
Rex Jensen	Hon
Mark Fulton	Yam
Irving Berlitz	C-A
OPEN GP	
R. Williamson	Yam
Barry Elliott	Yam
Larry Lim	Kaw
125 PROD	
Dick Hewitt	Yam
Dennis Ruminer	Yam
Jim Lester	Yam
200 PROD	
John Chermak	Yam
Art Friedman	C-A
John Hewitt	Yam
250 PROD	
David Norton	Mon
Bill McGrill	Bul
Mike Garcia	Yam
350 PROD	
Dick Fuller	Yam
John Glover	Yam
Alan Gingerelli	Yam
500 PROD	
Kaming Ko	Hon
Steve Gerki	Yam
Clay Rice	Yam
750 PROD	
Jim Haberlin	Tri
David Breetwor	Tri
Duane Benedict	Hon
OPEN PROD	
Lee Fleming	Kaw
John Mac Donald	Kaw
Glen Seymour	BMW
600 4-STROKE GP	
Kaming Ko	Hon
Rex Jensen	Hon
Dan Diaz	Duc
OPEN 4-STROKE GP	
Mike Hishiki	Hon
Lee Fleming	Kaw
C. Keoshgerian	Hon
CAFE	
Steve Hollen	Han
Bruce Henderson	Nor
Tom Ballentine	Hon
SUPER CAFE	
Lee Fleming	Kaw
Mike Hishiki	Hon
Dick Fuller	Yam

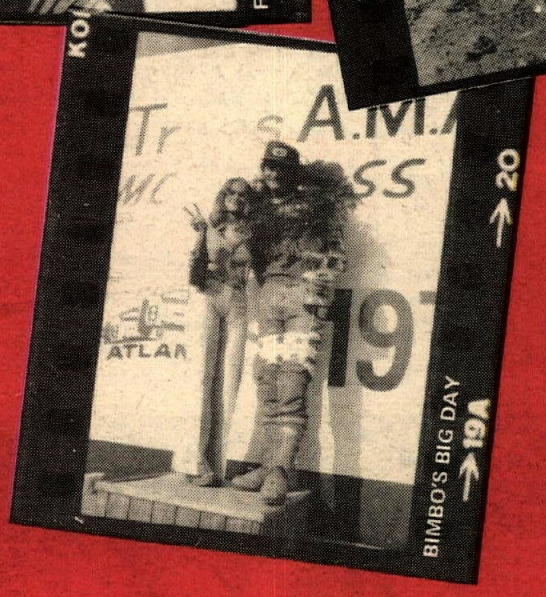
ROCKET ROGER DeCOSTER


FIRST DENTIST


FIRST ITALIAN-AMERICAN

INJURED JOHN SAVITSKI

BRIAN LUN

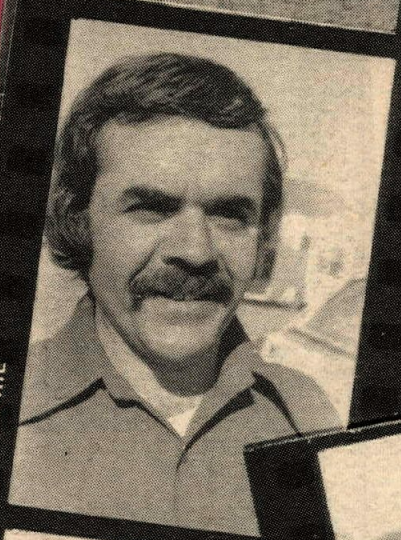

BIMBO'S BIG DAY

GARY JONES PUSHING

Trans AMA portrait

Cold dogs, warm suds & hot shots

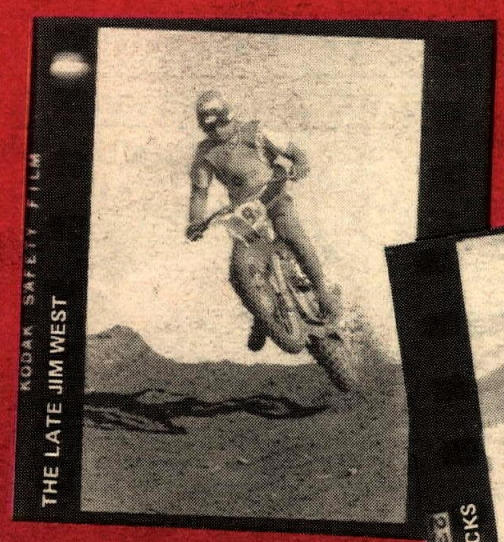
Trans-AMA time is the Texas State Fair, the roller coaster at Hershey Park and a mechanized Woodstock all rolled up in one travelling caravan. The motocross menagerie pitched its tents in Georgia, New York, Ohio, Michigan, Nebraska, Missouri, Texas, Washington and California. Behind it was a trail of littered parking lots, cold hotdogs, chemical toilets, dusty eyes, warm beer and smiling faces. In 1975 it wasn't America versus the World, but rather America versus the World Champion. In 1975 the Trans-AMA wasn't like the past four carbon copies, but rather a whole new American ballgame. In 1975 the ten race circuit lacked the smorgasbord of names, but made up for it with a gourmet's delight of competition. The 1975 Trans-AMA is history, but the stars to rise from the dust of Omaha or the mud of Michigan are the future. And so from beneath the helmets, goggles, visors and face masks look into the faces to the Trans-AMA experience.


MIKE DEPRIE

TERRY CLARK

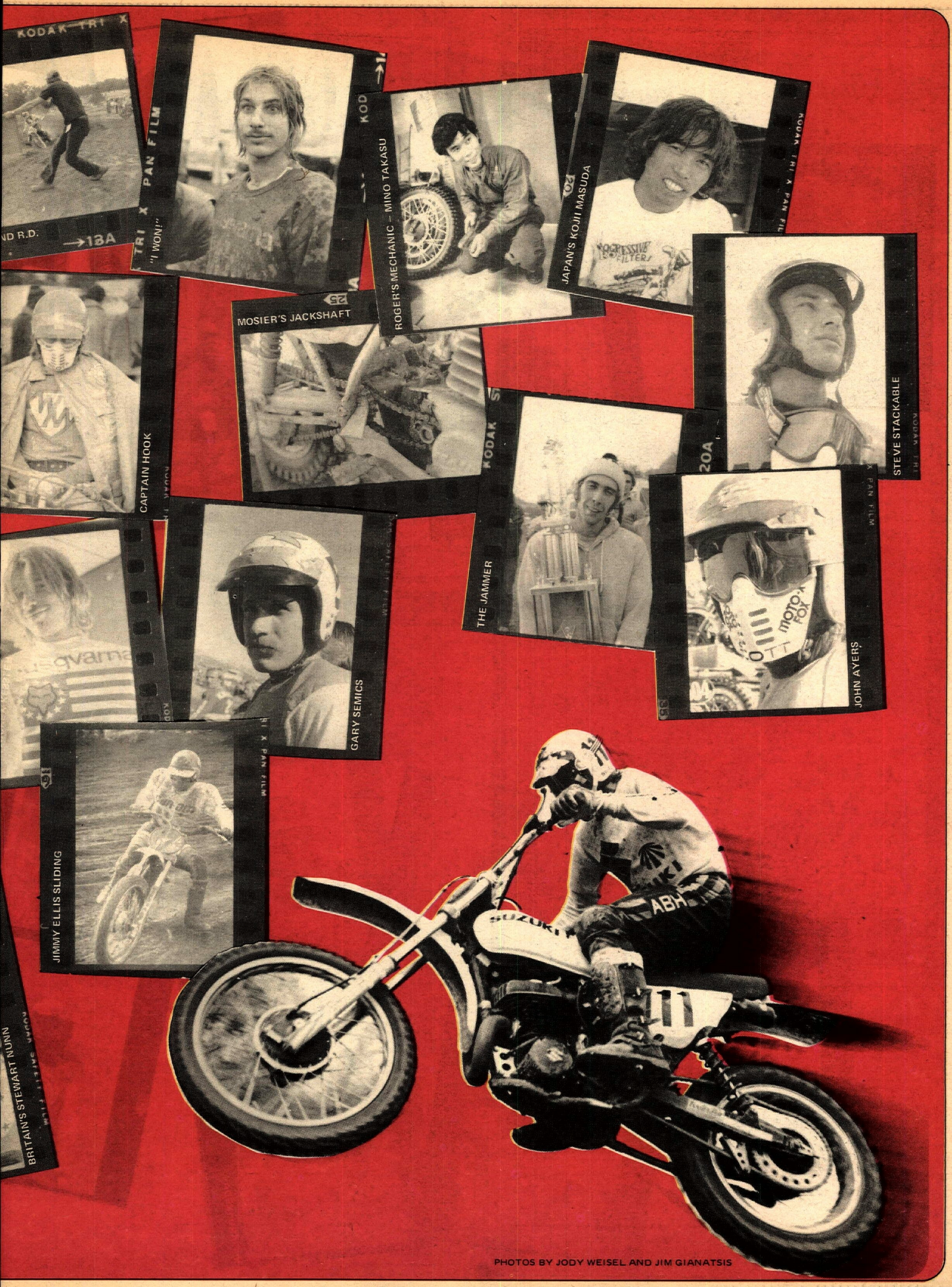
TONY D

TWO-TIME CHAMPION DAVE BICKERS


THE LATE JIM WEST

JUMPING JACK HICKS

MASARU IKEDA



PHOTOS BY JODY WEISEL AND JIM GIANATSIS

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Here's $11.50. Just send me one year of Cycle News and forget the card. (Save $1.00)

☐ **HOOHAH!**
This is a renewal.

Your Name _____
Your Address _____
Your City _____ State _____ Zip _____

Friend's Name _____
Friend's Address _____
Friend's City _____ State _____ Zip _____

Gift Giver's Name _____
Gift Giver's Address _____
Gift Giver's City _____ State _____ Zip _____

REGULARLY SCHEDULED EVENTS

This section has been split into two parts (West and Central) to reflect the merger of Cycle News Central with the West paper. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events," "West," or "Central." Events will automatically appear each week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

WEST

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy. 23 & Tierra Rejada Rd., S of Moorpark, CA. All classes, sil. req. 805/529-9546.

BICYCLE MX
Western Sports A-RAMA on Lincoln btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 9:30 am. Entry $2.50, discount card avail. 714/998-6373, 998-3535.

BICYCLE MX
Saddleback Park, Orange, CA. Power Strokers '75. Sign up at 11 am, 1st race 1 pm. 714/639-5832.

MOTOCROSS
Eugene, Ore. I-5 to 126 West in Eugene, to Danebo. 11th & Danebo in Eugene. Prac. 10-11, race 11 am. Entry $2 gate, $3 ride. All classes, Beg/Nov/Ex. 33% trophies, 100% Pro p.b. 503/344-0140.

ESCAPE COUNTRY MX
Trabuco Cyn. Ca. San Diego Fwy. to El Toro Exit, E 13 mi. First day thru Ex. Sign up 7:30 am, prac. 7:45-8:30, race 9. Memb. not req'd., ins. for all racers. 714/586-7964.

MOTOCROSS
Elsinore Rcwy., Lake Elsinore, Ca. Hwy. 71 at Lugonia Ave. Gate $1, race $4. Sign up 8 am, prac. 9, race 10. Sil. req'd. 714/826-2386, 674-5383.

CMC ROUGH SCRAMBLES
Cycle Land Spwy., 14 mi. S of Chico, Ca., on 99E. $2.50 to ride/watch, $2 entry, CMC lic. req'd., avail. at sign up. Signup 8-10 am, prac. 10-11, race Noon. 916/342-9302, 342-4216.

MOTOCROSS
Canyon Rcwy., Phoenix, AZ. Black Cyn. Fwy. N to Carefree Hwy. L to Lake Pleasant Rd. Start 9:30 am. Entry $8, $10 Pro. $300 purse or 150% p.b., whichever is more. 602/992-0359.

2nd Sunday

SRAC/BRRMC MX
Coal Creek Rcwy., Lafayette, Colo. I-25 N out of Denver to Hwy. 7, W on 7, 4 mi. Gate is on Hwy. 7. Entry $6 Ex., $4 all others. Cash to Ex. Trophies to rest. All classes, minis thru Open. Memb. req., $15 per yr. Sign up 8 am, race 9. 303/443-0825.

1st & 3rd Sunday

AME MOTOCROSS
Fly-n-Rcwy., Thermal, CA, 6 mi. S from Indio take Airport Rd. to track. Open 7 am, sign up and pract. 8-9, race 9. Entry $6, Ex. $12, non-memb. add $2. 100% p.b. to Ex. Free overnite camping at track. 714/328-4512.

TT & HALF MILE
395 Cycle Park. No membership req'd. Sign up 8:30-9:30, race 10. $3 entry, $2 gate to 12 and over. Customer overnite camping OK. 25% same day brass. Hwy 395, Adelanto, CA. 714/246-6109.

2nd & 4th Sunday

MOTOCROSS
395 Cycle Park. No memb. rq. Signup 8-9 am, pract. 8:30, race 9:45. 40% brass. Entry $7, no gate to rider. Gate $2 to over 12. Free customer camping. Hwy. 395, Adelanto, Ca. 714/246-6109.

BMX
Corona Rcwy., Corona, Ca. 1:30 pm start. $3 entry, no gate fee. Downhill course. 714/998-3535.

2nd,3rd & 4th Sun.

ATLANTIS PARK
Atlantis Park, Garden Grove, CA. Btwn. Magnolia & Brookhurst in GG. No memb. fee, no gate fee. $4 per entry. 83cc max. Sign up 8:30-9:30 am. 714/839-2539.

1st & 3rd Tuesday

M.O.R.E. MEETING
Orange County Chapter. Trask & Newhope St., Garden Grove, OCMC Clubhouse. Meetings start at 7:30 pm. 714/542-8964.

2nd & 4th Tuesday

M.O.R.E. MEETING
San Fernando Chapter. 1523 Fifth St., San Fernando, CA. Meeting starts at 7:30 pm. 213/361-8530.

Every Wednesday

AMC NIGHT MX
Orange Cty. Intl. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $6, all classes. Non-memb. $2 extra. $3000 rider med. cov. Open 5 pm, race 7:30. 714/581-2778

Every Thursday

CMC MOTOCROSS
Portland International Rcwy., Portland, Ore. Gate open 5 pm, sign up by 6:45, race 7. 100% p.b., 30% trophies. 503/285-7060.

R.A.C.E. MX
Corona Rcwy., Corona, Ca. Beg-Nov-Am-Ex. Gate open 5 pm, prac. 6, race 7. Entry $4 memb., $5 non-memb. 100% p.b. to Ex. 30% same day brass. 714/689-1913, 735-1705.

CMC MOTOCROSS
Delta Park, Portland, Ore. Gate open 5 pm, sign up 5-6:30 pm, prac. 6, race 7. 100% Pro p.b. 30% trophies (6 per class). 503/285-6635.

Every Friday

R.A.C.E. HSMX
Corona Rcwy., Corona, Ca. Open to Inland Empire Leagues. Gate open 5 pm, prac. 6, race 7. Gate $2 student, $2.50 adult. 714/689-1913, 735-1705.

BICYCLE MX
Western Sports A-RAMA on Lincoln Btwn. Glassell & Batavia in Orange. Lincoln turnoff W on Newport Fwy; Glassell turnoff S on Riverside Fwy. No age limit. Start 6:30 pm, entry $2.50. Discount card avail. 714/998-6373, 998-3535.

Every Saturday

R.A.C.E. BMX
Bicycle MX, Corona Raceway, Corona, CA. PO Box 388, Corona. 91720. Open noon, race 1 pm. Entry $2, no spectator fee. Downhill course. 18 different classes. 30% trophies, same day, fin. ribbons. 714/735-1705, 689-1913..

MOTOCROSS
De Anza Park, E of Riverside, CA on Hwy. 60, Theodore exit. Sign up 7:30 am, race 9. $5 all classes. 714/653-2633, 735-1301.

D-36 MOTOCROSS
Live Oak Raceway, 9 mi. N of Yuba City on Hwy. 99-signs to track from stop light. Sign up 4 pm. prac. 4:30-6, race 6:30. $7 post entry, $5 mail. All classes. Live Oak Racing Assn. 541 Main St., Yuba City, CA. 95991. 916/673-1090, 673-7767.

S.A.M. MOTOCROSS
Saddleback Park, Irvine, CA. Gate open 7:30 am, prac. 8, race 9. No memb. req. Jr. $7, Ex. $12 with $10 p.b. Jr. ride 3/twenty min. motos. I/E 2/40 min. motos. For info. 714/830-8010.

BMX
Saddleback Park, Orange, CA. American Bicycle Assoc. Sign up 11 am, 1st race 1 pm. 714/639-5832, 597-0478.

R.A.C.E. MOTOCROSS
Corona Rcwy., Corona, CA. Open 8:30 am, prac. 9, race 10. Entry $5 memb, $6 non-memb. Reg classes, plus Vets and Minis. 30% same day trophies, 100% p.b. to Ex. 714/735-1705, 689-1913.

ESCAPE COUNTRY MX
Trabuco Cyn. Ca. San Diego Fwy. to El Toro Exit, E 13 mi. First day thru Ex. Sign up 7:30 am, prac. 7:45-8:30, race 9. Memb. not req'd., ins. for all racers. 714/586-7964.

TT SCRAMBLES
Elsinore Rcwy., Lake Elsinore, Ca. Hwy. 71 at Lugonia Ave. Gate $1.50, race $3. Sign up 5 pm, prac. 6, race 7. Sil. req'd. 714/826-2386, 674-5383.

BICYCLE MX
Valley Cycle Park, Moorpark, CA. Sign up 9 a.m., start 10. 805/529-9546.

B.O.S.S. CMC
SEMI PRO MX
Helvetia Park, CA. Harbor Blvd. 5 mi. along Sacto River. Gate open 6:30 am, race 9. Entry Sptsmn. $8, Pros $15. 30% trophies, 100% p.b. 916/362-2796.

2nd & 4th Saturday

MOTOCROSS
Carlsbad, Ca. Jr/Int $6, Ex. $10. 100% p.b., 30% trophies. Gate open 8am. races over 2pm. Long motos. No memb. req. Husqvarna. Gate $2.50 riders. 714/729-3492.

CENTRAL

On any Sunday

PRO-AM SHORT TRACK
Baytown Raceway, Baytown, Tx. Pro-Am. Exit I-10 at North Main Exit. 2 mi. N of I-10. Info: Earl Turner (713) 576-6025.

AMA SHORT TRACK
Mid-Am Motorcycle Raceway. Lincoln, Neb. Pro-Am. (402) 464-4244.

MOTOCROSS
Indian Territory Rcwy., Prague, OK. 5 mi. N of Prague on Hwy. 99, then 2 mi. W and ½ mi. N. 10 am start. Entry $5, Ex. $10, 75% p.b. to Ex. 405/567-2241.

Every other Sunday

MOTOCROSS
Long-Acres MX, 12 mi. W of Mannford, OK on old Hwy. 51. All classes, Am-Nov. Race at 12:30 p.m. (918) 865-4028.

1st Sunday

MOTOCROSS
Thunderbird Park. 5 mi. E of Claremore, OK. Follow signs on US 66.

PRO-AM MX
Oak Ridge MX Park, Lufkin, Tx. Pro-Am. 3 mi. E of Lufkin on Hwy. 103. (713) 634-3122

MOTOCROSS
At the Big Dig. Albuquerque, N.M. Broadway to Los Piarcos Rd. S, turn left cross bridge, and turn left to Albuq. Drage. 1 mile past Drag. Race at 11 a.m. 298-7013.

HILLCLIMB
Lake Whitney Cycle Ranch, Tx. Noon race. $2 entry fee. Info: Texas Hillclimbers Assn. (214) 337-7534.

Every 1st, 3rd Sun.

MOTOCROSS
League City, Tex. I-45 to Hwy. 518 W 2.5 mi. Start 11:00. (713) 332-5313.

MOTOCROSS
Sooner MX Park, Amber, Okl. Amateur. 37 mi. SW of Okl. City, take Hwy. 37 to Tuttle, then Hwy. 92 S to Amber. Info: (405) 672-9629, 239-8532.

MOTOCROSS
Seminole County MX Park, OKla. Pro-Am. 9 mi. S of Seminole. New Hwy. 99. Info: (405) 382-5818.

D-20 AMA MX
Centex MX Park, Cameron, Tx. Pro-Am. 4 mi. W of Cameron on Hwy. 36 and 190 towards Temple. (817) 697-2835. Dist. 20.

MOTOCROSS
Chappell Hill MX off Hwy. 290 at Brazos River, Chappell Hill, Tx.

MOTOCROSS
K&R Motocross, Pauls Valley, OK. $360 purse. Also Am., Nov., mini and PP trophies. Exit I-35 at Paoli, 4 mi E, follow signs. Prac. 10, race at 12. (405) 484-7546.

MOTOCROSS
Blood, Sweat, & Gears, Inc. Stillwater, OK. Am. I-35 to Stillwater exit (Hwy. 51), E 4 mi., then 2.5 mi. (405) 336-5173 nights.

MOTOCROSS
Swan, Tex. 6 mi. N of Tyler in the Piney Woods. Race 12:30 pm. Rain or shine. (214) 561-1463.

1st, 3rd, 5th Sun.

MOTOCROSS
Squabble Creek, Rockwall, Tx. I-30 to Rockwall exit, Hwy. 205, turn N, 6 mi. thru town, to FM 552, then left to track. Trophy races. (214) 272-6376.

MOTOCROSS
Austin MX Park, Austin, Tx. Pro-Am. (512) 451-2326.

PRO-AM MX
Mosier Valley MX Park, Euless, Tx. Pro-Am. Hwy. 157 N from Dallas-Ft. Worth Tpk. (I-20) 5 mi., left on Mosier Valley Rd. to track. (817) 267-9153 or 277-9917.

2nd Sunday

D-20 AMA MX
Cyclerama, San Antonio, Tx. I-35, right on Loop 410 W. Exit on Southon Rd., left and follow signs. (512) 736-2891

PRO-AM MX
Paradise Valley MX Park, Alvarado, Tx. 3 mi. S of Alvarado on I-35 W, Greenfield and Barnsville exit 2 mi. E. follow signs. 214/330-8606

2nd & 4th Sun.

MOTOCROSS
20 mi. NE of Denton, Tx. Take Hwy. 455 off I-35 to 352 and follow signs. Info: (817) 686-5035.

AMA MX
Oak Tree Motocross Park, 1 mi. off Hwy. 35 on FM 46 Danbury, Tex. (713) 849-4461 or 922-1145.

OAK HILL MX
Located between Alvord & Decatur, Tex. on Hwy. 287-81. Exit at Mt. Zion Rd. (817) 427-2663.

MOTOCROSS
Denton Valley Cycle Track, Tx. From Dallas take I-35 S to Loop 288 exit. W till light. N on McKinney Rd. past Mayhill to track. 382-1607.

MOTOCROSS
San Marcos Motopark, Tx. (512) 392-5979.

MOTOCROSS
Stemmons Cycle Park, Tx. I-35 between Carrolton and Lewisville, exit Sandy Lake Rd. Prac. 9 a.m. (214) 243-6247.

MOTOCROSS
Davis, OK. 3 mi. S of Davis on Hwy. 77, or ½ mi. N of I-35 on Hwy. 77. (405) 369-2117.

MOTOCROSS
Kingfisher Raceways, Inc. OKl. Pro-Am. Hwy. 33 E 3 mi. then 3 mi. S. (405) 263-7377.

MOTOCROSS
Big Creek MX Park, Tx. Near Lake Summerville, next to Big Creek Marina. (713) 822-9430.

2nd, 4th, 5th Sun.

MOTOCROSS
Rio Bravo Park, Houston, Tx. (713) 991-3230 or (713) 458-0090.

3rd Sunday

HILLCLIMB
Dallas, Tex. Between Hwy. 80 and Dallas-Ft. Worth Turnpike in Dallas. Noon start. (214) 337-7534.

MOTOCROSS
Carlsbad Motorcycle Park, N.M. US 285 N to Carlsbad, N.M., take Canal St. N across Pecos River. Track on right, after railroad tracks.

MOTOCROSS
San Angelo, Tex. Go S on Hwy. 277 8 mi., then W 2.2 mi., follow signs. (915) 655-5061.

Every 4th Sun.

PRO-AM MX
Southwest MZ Park, Lockhart, Tx. Pro-Am. (512) 398-3328.

MOTOCROSS
Longview, Tx. I-20 past Kilgore, exit FM 2087 right, first house on right. (214) 663-0011.

MOTOCROSS
Armadillo Motopark, Irving, Tx. County Line Rd. S from Hwy. 183. Track 2 mi. on Rt. Race 11 am. (214) 252-7864. Every 2nd Sunday Pro-Am. Every 4th Sunday Jr.-Int.

MOTOCROSS
Lake Whitney Cycle Ranch, Tex. I-35 to Hillsboro, W on Hwy. 22 about 15 mi. to FR 2960. Left 3 mi. (817) 694-2901.

Every Fri. night

SHORT TRACK
Deanza Raceway, Claremore, OK. (918) 446-6650.

Every 1st & 3rd Fri.

HALF-MILE
Erie, Col. at Col. National Speedway, Pro-Am. 20 miles N of Denver on I-25 and follow signs. (303) 443-0825.

Every Sat. night

MOTOCROSS
Douglas Motorcycle Raceways. Pro-Am. I-40 to Douglas Blvd. exit. Go S 2½ mi. to 59th ½ mi. S to track. (405) 677-1381, 732-0212.

SHORT TRACK
Will Rogers Memorial Center Barn 8, Ft. Worth, Tex. 1/16 mi. short track, TT, or MX. (817) 268-0681 or (214) 276-0409.

SHORT TRACK
Thunderbird Park. 5 mi. E of Claremore, OK. Race 8 p.m. (918) 341-8282 J.M. Jackson.

Every 4th Saturday

MOTOCROSS
Rusk Lions Clubs MX Park, 3 mi. NE of Rusk, Tx., on FM 768. Gate open 9 am, race 2 pm. Entry $3. 214/683-2811 days, 683-4750 eves.

Club Guide Information Blank

Free Listing for 1976 Club Guide
Deadline December 15, 1975

To have your club or organization listed in the 1976 Club Guide, fill out this blank and mail it to: Cycle News Club Guide, P.O. Box 498, Long Beach, California 90801. Your listing will appear in the new Club Guide to be published at the first of the year. If you were in the 1975 Club Guide and your club has moved, changed phone number(s), changed name or been disbanded, please use the blank to bring us up to date.

Name of Club_____

Street Address_____

City_____ State_____ Zip_____

Phone number(s) Area Code_____ Number_____

AMA affiliation: Yes____ No____

District number_____

Other organizational affiliation_____

Type of Club_____

Membership: Open____ Closed____

Signature of club officer_____

This is: a new listing____ a change____ a notice of disbandment____

Additional notes:_____

ESCAPE COUNTRY
$1000 Purse MX Dec. 14
The Electro Helmet Super Series is coming 714-586-7964

Dirt Diggers Last MX!
Last District 37 MX of '75 Dec. 14th
Valley Cycle Park info: 213-887-6684

DRA Desert Racing Assoc.
Join Up Now
Put the Fun Back in Your Desert Racing with a '76 DRA Membership
30 Times a year
All Classes:
Beg, Nov, Am, Ex, Senior, PP, Mini
Participate in Points Program
Rider Point Fund
Club Points – Shop Points
Trophies – Pins – Cash
4/Wheel Radios – Rescue
$3,000 Rider Medical Insurance
DRA, PO Box 2605. California City, CA 93505,
info: 714-373-4647

Race with AME
1st Sunday—Valley Cycle Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 8:00-9:00 First event 9:30
2nd & 4th Sunday—Indian Dunes Park
Gate opens 7:00 Sign up 7:00-8:30
Practice 7:30-8:30 First event 9:00
Beg, Jr, Int $6 Mail, $10 Post, Pros $12 Mail, $15 Post.
Every Friday Night—Indian Dunes
AME License required—$7 per year
$4000 MEDICAL INSURANCE
SANCTION AVAILABLE
A.M.E., PO Box 1421
Reseda, CA 91335 213-881-5778

AMC
RACE SCHEDULE
Dec. 14 – Saddleback
Dec. 21 – Carlsbad
Dec. 28 – Saddleback
Jan. 4 – Carlsbad
INFO 714-581-2778

NOISE: The sound that kills the sight.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

December 10-11

BLM LAND USE MTG.
Nevada State Multiple Use Advisory Board. 8 am, Pioneer Inn, 221 S. Virginia St., Reno, Nv. First mtg. of new board, open to public. Oral or written statements may be presented to the board. Requests to be made 15 days before mtg. Carl A. Gidlund, PAO, BLM, Rm. 3008 Federal Bldg., 300 Booth St., Reno, Nv. 89502. 702/784-5459.

December 11-12

BLM LAND USE MTG.
Riverside District Multiple Use Advisory Board. Holiday Inn, 300 W. Palmdale Blvd., Palmdale, Ca. On Dec. 12 the board will discuss the Draft Management Framework Plan for the El Paso-Red Mountain Resource Areas. Open to public. Those wishing to make oral statements should contact the District Manager, 1695 Spruce St., Riverside, Ca. 92507. Written statements may be submitted at the meeting or the above address. 714/787-1462.

BLM LAND USE MTG.
Ukiah District Multiple Use Advisory Board. Ukiah Dist. Office, 555 Leslie St., Ukiah, Ca. Open to the public. Agenda includes King Range Nat'l Conservation area and Cow Mountain land use conflict. Those with statements limited to the agenda should contact the Ukiah District Manager.

December 13

AMERICAN MX FINALS
Anaheim Stadium, Anaheim, Ca. 8 pm. 500cc Intn'l. 250cc Nat'l, 125cc H.S. Ex. Tickets $15 VIP, $10 resvd., $7.50 gen., avail. at Ticketron, Wallichs, Liberty, Mutual Agencies. Info. (714) 635-5000.

D-36 INDOOR SHORT TRACK
San Jose Cnty. Fgds. Exposition Bldg., San Jose, Ca. Signup 4-6:30 pm, prac. 5, race 7. 100% p.b. to Ex. Entry $4. 415/327-4461.

DRA SILVER CUP
California City, Ca. Top point riders by mail invitation. Start time 10 am. 714/373-4647

December 13-14

D-37 LAST CHANCE ENDURO
Randsburg, Ca., limed from Hwy. 395 and Trona Rd. 2 days, 3x40 mi. loops per day. C riders go 2 loops/day. $15 entry, teams add $1 per member. D-37 entry form & 2 SASE to California Enduro Assoc., 8739 E. Faircrest Dr., Rosemead, Ca. 91770. 213/889-4360

December 14

S.I.R. MOTOCROSS
Seattle Intn'l Rcwy., Seattle, WA. CMC, NMA and CMA cards honored on intro. basis. 100% p.b. to Pros. 206/631-1550.

PUERTO RICAN ENDURO
Final event of '75 season. 60 mi. of difficult mountain trails. Entries from U.S. and Canada invited. Welcoming party Friday nite, sailing trip to Muertos Island Monday after event. More info from Glenn Patron, 53 Hostos Ave., Ponce, Puerto Rico, 00731. 809/843-3648.

CRC SANTA CLAUS FAMILY ENDURO
Lucerne Valley, Ca., Camp Rock Rd. 2 easy loops, approx. 70 mi. 100% trophies to minis, women and C riders. 20% to A and B. Start 8:00 am. Family teams free, 2 and 3 man teams add $1 per rider. Mail $10 and 2/SASE to CRC, 7601 Arlington Ave., Suite C, Riverside, Ca. 92503. Post $12. CRC points. (714) 689-6114.

DRA RARE DESERT SCRAM.
Limed 17 mi. N of 4/Corners on 395, also from Cal City Golf Course. Last '75 point run. 0-200 Beg., Beg. PP, Minis — 8 am, 250/Open, Sr. Beg — 9:20, All Nov — 10:40, Am/Ex — 12:20 pm. Fin. pins, $340 cash purse, SCAT comm., $3000 med. cov. 714/373-4647.

WINTER SERIES MX
Sears Point Rcwy., Hwys 37 & 121, Sonoma, Ca. AMA sanct., gates open 6 am. 707/938-8448.

D-37 MOTOCROSS
Valley Cycle Park, Moorpark, Ca. Signup 7 am, Prac. 8, race 9. Entry $6.50. Sil. req'd. Dirt Diggers MC. 213/887-6684.

HILLCLIMB
DeAnza Cycle Park, Sunnymead, Ca., 15 mi. E of Riverside on Hwy. 60 to Theodore offramp. Stock and Mod. classes, no chains. Signup 7-9 am. $3 gate, $6 entry. 714/653-5840, 653-2633.

D-37 EUROPEAN SCRAMBLES
Limed N of Adelanto, Ca., on Hwy 395. First event 8 am. Kramer Hills area. Buzzards MC. 213/798-8159.

AME MOTOCROSS
Indian Dunes, Valencia, Ca. Jr. day special. Special 125-200-Open Jr. classes ride for new 125 Hon., Suz., Yam. Entry $15 mail/$20 post. Also reg. classes, Sptsmn. entry $8/$12, Ex. $12/$15. Mail entry to AME, PO Box 1421, Reseda, Ca., 91335. Sign up 7-8:30 am, prac. 7:30-8:30, race 9. 213/881-5778.

CMC SEMI PRO MX
Sand Hill Ranch, Brentwood, Ca. Start 9 am. Entry $15 Ex., $8 all others. 100% p.b. to Ex. 30% Sptsmn. brass. Sign up 7:30-8:30. 415/634-3328, 634-2086.

AMA SCRAMBLES
Pioneer Arena, Oakdale, Ca. S on Pioneer off Hwy. 120, btwn. Oakdale & Escalon. Sign up 7:30-10:30 am, race Noon. $2.50 ride/watch. Semi pro entry $6, 100% p.b. to Semi Pro + $25 added purse. 209/869-1457.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, Ca. Gate open 6:30 am, sign up 6:30-8:30, prac. 7:30-8:30, race 9. Entry $7 J/I mail, $10 post. Pro $12 mail, $15 post. Mail entry no later than Fri. morn. before event. CMC lic. req. $3000 med. cov. PO Box 1402, Costa Mesa, Ca. 92626.

MUD-O-CROSS
Ridge Runners MC 3rd Ann. Half-Fast Mud-o-cross. Santa Cruz Cnty. Fgds., Hecker Pass Rd., Hwy. 152, Watsonville, Ca. AMA sanct. 125-250-Open classes, Nov-Am-Ex. 100% p.b. to Ex. Signup 6-8:30 am, race 9. Entry $5.50, Ex. $10. 408/336-2366, 475-3619.

ATA EL TRIAL DE ESPANA
Saddleback Park, Orange, Ca. Signup 8 am, rider's mtg. 9, start 9:30, Ex. exhibition 1 pm. All classes, incl. press & industry. Entry $5, Women & Kids $2. Boyd Bernard, 213/780-6300.

CMC SEMI PRO MX
Sacramento Off-Hwy. Vehicle Pk. (McGill), Hwy. 50 to Sunrise Blvd. R to White Rock, L 7 mi. to park. Gate open 6:30 am, race 9. Entry $8/$15. $500 Pro purse. 30% brass. 916/635-5240.

CMC MOTOCROSS
Argyll Park, 11 mi. S of Dixon, Ca., on Hwy. 113. Gate opens 6:30 am, signup 7, prac. 7:30, race 9. Entry $8 Nov/Int., $10 Ex. 100% p.b. to Ex. 30% Nov/Int. trophies. All classes. 916/678-3592, 678-9903.

CRC MOTOCROSS
Rawhide Cycle Ranch, Elsinore, Ca. 2 long motos Ex., 3 motos Sptsmn. Cash to Ex., 30% same day brass to Sptsmn. Gate open 7 am, signup closes at 9 sharp. 213/830-7519.

AMC SADDLEBACK
Saddleback Park, Orange, CA. Gate open 7:30 am, race 9. No mail entry. $6/$12 post. $2 extra non-memb. $3000 rider med. cov. 30% brass same dav. 100% Ex. p.b. 714-581-2778.

MOTOCROSS
Stockton Fgds., Stockton, Ca. Between I-5 and Hwy. 99 on Charter Way. 10:15 am start, no card req'd. PP/OT classes if over 5 entries. B&M Promotions. 209/463-2338.

CENTRAL

MOTOCROSS
Cyclerama, South Tx. Pepsi Cola, Barbeque, Chile pie, beer and cash for Ex. Am. pract. 10-11am, race 11:30-2:30. Ex. prac. 2:30-3, race 3:30-5. Chile pie and beer, huh? Urp.

SOUTHWEST CHAMPIONSHIP RR
1975 Central Region Championship. Oak Hill Rcwy., Henderson, Tx. Gate open 8 am. $10 entry CRRC memb., $15 non-memb. Rider ins. Prod., Cafe and GP classes. 512/476-5470.

LONE STAR GP
Green Valley Rcwy., Smithville, Tx. Gate open 8 am, race Noon. Entry $10 mail, $15 post. 100 mi. 125-200-250-360-Open classes. Mail entries to 1305 Brown Trail, Bedford, Tx. 76021. 817/282-2791.

SHORT TRACK
Muskogee Fgds. Arena, Muskogee, Ok. prac. 1 pm, race 2. Entry $3 Am., $5 Ex. OK Flattrack Racing Assoc. 918/687-3322, 687-3613.

MOTOCROSS
Prague, Ok. 5 mi. N of Prague on Hwy. 99, then 2 mi. W & ½ mi. N. Indian Territory Rcwy. 10:30 am start. Entry $10 Ex, $5 others. Turkey to class winners, 75% Ex. p.b. 405/567-2241.

MOTOCROSS
7 mi. N of Decatur, Tx. on Hwy 287. Start 10:30 am. Entry $4 Nov., $5 Int. 817/427-2663.

December 15-16

BLM LAND USE MTG.
Redding District Advisory Board. 9 am. both days, Hilton Inn, Redding, Cal. Sat. field trip, Sun. orientation for new board. Open to public. Those with oral statements contact the District Manager, 2460 Athens Ave., Redding, Ca. 96001 by Dec. 3. Written statements may be submitted by mtg. 916/246-5325.

December 17

BLM LAND USE MTG.
Yuma District Multiple Use Advisory Board. 10 am, Ramada Inn, 3181 S. Fourth Ave., Yuma, Az. Open to the public. Agenda includes recreation management. Those w/oral statements should contact the District Office. Written stmnts. may be filed with the Board. H. Max Bruce, District Manager, BLM, 2450 Fourth Ave., Yuma, Az. 85364. 602/726-2612.

HSMX
Indian Dunes, Valencia, Ca. Polytechnic vs. Sylmar. Noon start. 805/259-8000.

December 18

EPA MEETING
To consider pollution control regulations for motorcycles. Scope of mtg. limited to answering questions about: proposed certification process, emission test procedure and test equipment. Agenda will be composed of questions from manufacturers, associations and other interested parties. Questions must be received by Dec. 3 at Director, Emission Control Technology Div., EPA, 2565 Plymouth Rd., Ann Arbor, Mich. 48105.

December 19

BLM LAND USE MTG.
Safford District Multiple Use Advisory Board. 9:30 am, District Office, 1707 Thatcher Blvd., Safford, Az. (85546). Open to public, orientation of the Board. Ltd. number of brief oral statements, written statements may also be submitted. Written comments or inquiries to William S. Earp, Dist. Manager at the above address. 602/428-1100.

December 20

D-36 SEMI PRO SHORT TRACK
Reno Park Sports Arena, 16 mi. N of Reno on Hwy. 395. Championship Series. Indoor 1/10 mi. track. $5 entry, incl. ins., Semi pro $4. Sign up 4:30-5:30, prac. 5-7, race 7:30. 702/972-8376.

GERITOLTROPHY TRIAL
Redwood Rd., Castro Valley, Ca. Open to riders over 35. Lane Leavitt 916/677-1280.

December 20-21

RUSS DARNELL MX SCHOOL
Carnegie Cycle Park, Livermore, Ca. 9 am to 3:30 pm. $35. For reservation, call 213/367-1722.

December 21

MOTOCROSS
Franklin, on Territorial Rd. just out 1 of Eugene, Or. Sign up 10:30-11:30, race Noon. Emerald Racing Assoc. 503-688-1274.

CMC SADDLEBACK
Saddleback Park, Orange, Ca. Gate open 7:30, sign up 'til 8:30, race 9. Entry Jr/Int $7 mail, $10 post. Pro $12 mail, $15 post. CMC lic. req'd. $3000 rid. med. ins. CMC, PO Box 1402, Costa Mesa, Ca. 92626. 714/557-3323, M-F, 10am-3pm.

S.I.R. MOTOCROSS
Puyallup Rcwy. Park. CMC, NMA, and CMA cards honored on intro basis. 100% p.b. to Pros. New track. 206/631-1550.

MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. 100-125-200-250-Open classes plus Minis and OT. Also BMX. 100% p.b. to Ex. 503/855-7511, 773-1494.

MOTOCROSS
Stockton Fgds., Stockton, Ca. Between I-5 and Hwy. 99 on Charter Way. 10:15 am start, no card req'd. PP/OT classes if over 5 entries. B&M Promotions. 209/463-2338.

NORCAL TRIALS TEAM CHAMPIONSHIP
Redwood Rd., Castro Valley, Ca. $5 per team (1 Ex., 1 Am., 1 Nov., 1 observer). 916/677-1280.

MOTOCROSS
Edwards AFB, Ca. Corner Forbes & Lancaster Blvd. Signup 7-8 am, prac. 8-9, race 9. Entry $5. Same day brass. No Pro class. Desert Wheels MC. 805/258-4250.

CRC MOTOCROSS
Indian Dunes, Valencia, Ca. Internat'l course. 2 motos Ex., 3 motos Sptsmn. Cash to Ex., 30% trophies same day. All classes. Gate open 7 am, signup closes 9 sharp. 213/830-7519.

CMC SANTA CLAUS MX
Helvetia Park, 6 mi. from West Sacramento, Ca. along Harbor Blvd. Gate open 6:30, race 9. 100% p.b. to Pro, $500 guaranteed. 100% sportsman trophies. Entry $8/$15. 916/635-5240.

2-MAN MARATHON
Fremont Rcwy., Fremont, Ca. No lic. req'd. Open 7:30 am, minis race 1 hr. 8-9. $4 entry. 125-9:30, 250-Noon, Open-2:30. 2 hr. races, $8 entry. 415/327-4461.

CENTRAL

MOTOCROSS
Aztec, Colo. 6 mi E of Colorado Springs off State Hwy. 94. (303) 494-7303.

December 23-24

RUSS DARNELL MX SCHOOL
Indian Dunes, Valencia, Ca. 9 am to 3:30 pm. $25. For reservation, call 213/367-1722.

December 27

INDOOR SHORT TRACK
Douglas Cnty. Fgds., Roseburg, OR. Pract. 6:30-7:30 pm, race 8. Class "C" tires and mufflers req'd. 100% p.b. to Semi Pro class. 503/832-2303.

December 28

MOUNTAIN HIGH MX
34 mi. NE of Fresno, Ca. N on Hwy 41, signs posted from North Fork

Turnoff. CMC sanct. Signup 6:30-9 am, pract. 9, race 9:30. 100% p.b. to Pros. Entry $6 mail, $8 post, $15 Ex. Mail entry to PO Box 464, Bass Lake, Ca. 93604. 209/291-8793.

MOTOCROSS
Stockton Fgds., Stockton, Ca. Between I-5 and Hwy. 99 on Charter Way. 10:15 am start, no card req'd. PP/OT classes if over 5 entries. B&M Promotions. 209/463-2338.

CMC MOTOCROSS
Sand Hill Ranch, Hwy. 580 to Vasco Rd., N toward Brentood. 17 mi. to stop sign, turn R. One blk. to track on R. Gate open 7 am, race 9. Entry Ex. $15, all others $8. 100% p.b. to EX. 30% trophies to others. CMC cd. req. 415/634-3328.

MOTOCROSS
Medford MX Park, Kirtland Rd., White City, OR. 100-125-200-250-Open classes plus Minis and OT. Also BMX. 100% p.b. to Ex. 503/855-7511, 773-1494.

WINTER SERIES MX
Sears Point Rcwy., Hwys 37 & 121, Sonoma, Ca. AMA sanct., gates open 6 am. 707/938-8448.

CMC SEMI PRO MX
Sacramento Off-Hwy. Vehicle Pk. (McGill). Rancho Cordova, Ca. Hwy. 50 to Sunrise Blvd., L of White Rock 7 mi. Gate open 6:30, race 9. Entry $8/$15. 100% p.b. to Pro. 30% brass. 916/635-5240.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, Ca. 2 mots Ex., 3 motos Sptsmn. Cash to Ex., 30% same day brass to Sptsmn. All classes. Gates open 7 am, first race 9:30. Free camping. 213/830-7519.

MOTOCROSS
Franklin, on Territorial Rd. just out 1 of Eugene, Or. Sign up 10:30-11:30, race Noon. Emerald Racing Assoc. 503-688-1274.

CENTRAL

SHORT TRACK
Muskogee Fgds. Arena, Muskogee, Ok. prac. 1 pm, race 2. Entry $3 Am., $5 Ex. OK Flattrack Racing Assoc. 918/687-3322, 687-3613.

MOTOCROSS
Castle Rock, Colo. Turn left across from railroad track W of Castle Rock (Exit 91, I-25). (303) 494-7303.

December 29-30

RUSS DARNELL MX SCHOOL
Saddleback Park, Orange, Ca. 9 am to 3:30 pm. $25. For reservation, call 213/367-1722.

Dec. 31-Jan. 1

PARTY TIME
At the location of your choice. Entry fee varies with the length and purpose of the party. Have fun, be careful of drunken road hogs. Happy New Year from the people at Cycle News.

January 1, 1976

BLOODY MARY TROPHY TRIALS
3rd Annual Bloody Mary Trophy Trial for P.I.T.S. Property members. 10:15 am sharp at the Property. Nominal cost. In case you were wondering, the trial is named in honor (?) of the night before. No drinking in the sections, party hats and favors are acceptable garb. 415/365-3198.

BIGGIES & SCHEDS

World Championship MX

125cc

4/4	Austria
5/2	England
5/20	Belgium
6/6	Denmark
6/13	Finland
6/20	Czechoslovakia
6/27	France
7/11	United States
8/8	West Germany
8/15	Spain
8/22	Switzerland

250cc

4/4	Spain
4/25	Belgium
5/2	Czechoslovakia
5/9	Poland
5/16	Russia
5/23	Yugoslavia
5/30	Italy
6/13	France
6/20	England
6/27	West Germany
8/8	Holland
8/15	Sweden

500cc

4/4	Switzerland
4/11	France
5/2	Austria
5/9	Italy
5/16	Sweden
5/23	Finland
6/13	West Germany
6/20	United States
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

1976 AMA Grand National Schedule

1/23	Houston, Tx.	TT
1/24	Houston, Tx.	ST
3/7	Daytona Beach, Fl.	RR
4/10	Dallas, Tx.	ST
5/16	San Jose, Ca.	M
5/23	Oklahoma City, Ok.	HM
5/29	Louisville, Ky.	HM
6/4	Pontiac, Mich.	TT
6/5	Pontiac, Mich.	ST
6/12	Harrington, Del.	HM
6/20	Loudon, N.H.	RR
6/27	Columbus, Ohio	HM
7/4	Albuquerque, N.M.	M
7/10	San Jose, Ca.	HM
7/17	Castle Rock, Wa.	TT
7/24	Gardena, Ca.	TT
8/1	Monterey, Ca.	RR
8/13	Hinsdale, Ill.	ST
8/15	Terre Haute, Ind.	HM
8/22	Peoria, Ill.	TT
8/28	Indianapolis, Ind.	M
8/29	Indianapolis, Ind.	M
9/4	Talladega, Ala.	ST
9/12	Syracuse, N.Y.	M
9/18	Toledo, Ohio	HM
9/26	San Jose, Ca.	RR
10/3	Ontario, Ca.	RR
10/9	Gardena, Ca.	Hm

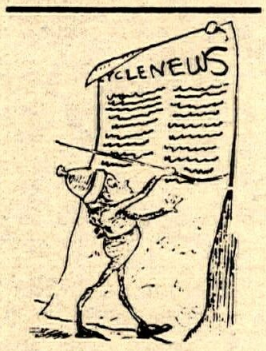
S.C.O.R.E. 1976 Off-road Schedule

Feb. 6-7
Parker 400, Parker, AZ.

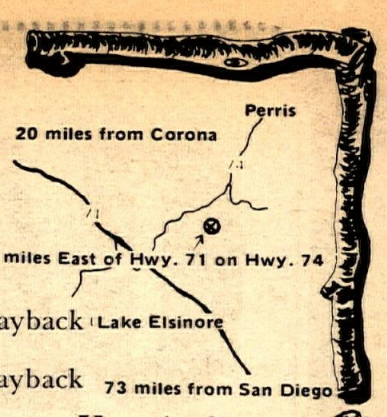
June 10-12
Baja Internacional, Ensenada, Mex.

Sept. 3-5
World Championship, Riverside, CA.

Nov. 10-13
Baja 1000, Ensenada, Mex.



RAWHIDE CYCLE RANCH
W.H. Co. DBA
Motocross
Race Schedule
Dec. 14 – 30% Trophies, 100% Ex. payback
CRC $6 Sportsman $10 Expert
Dec. 21 – 30% Trophies 100% Ex. payback
$6 Sportsman $10 Expert
Gates open 7 am
Practice 8 am 1st race 9 am
$3,000 Rider medical insurance
For info..
213-928-4552



Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
EVERY WEDNESDAY—SOUTH BAY SPEEDWAY
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
EVERY WEDNESDAY - ASCOT
CMC LICENSE REQUIRED $7.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

Dec. 14th, '75 Lucerne
The easiest
Family Enduro of the year
We expect 100% finishers.
100% trophies to all
C riders, minis, & women
see calendar for details
CRC 714-689-6114

Up your shocks!

CRC Race Schedule
213-830-7519
Dec. 14 — Rawhide Cycle Ranch
Dec. 21 — Indian Dunes (Int'l. track)
Dec. 28 — DeAnza Cycle Park
Jan. 4 — Indian Dunes (Shadow Glen track)

Perris Racetrack Reopens
Sunday, January 4 '76
8 week high point series
TT – Scrambles – Short Track
30% Trophies
Watch for Christmas ad
info: 714-925-2871 after 6 pm

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Opinion

(Continued from page 22)

make the promoters money, so why shouldn't all the riders go home with something? Imagine what professional football, baseball or basketball would be like if only the best players got paid. The places of the other players or defensive men who couldn't score points all the time would soon be taken up by people who weren't as good. When professionals get paid for what they do, they do a better job, the best come out to compete, and the whole sport benefits. It's time the AMA makes changes in its purse structure before another MX Series is killed off.

Jim Gianatsis

WRITIN' AROUND

The Bailey Barnum School of Stadium Styling

Welcome to the School of Stadium Styling and Profiling. I'm professor Barnum and today I will be teaching you a few of the techniques the experts use that will improve your performance in stadium motocross.

The most important thing is *walk the course.* Only by walking the course and carefully observing the TV camera locations can you determine where to cross up, hang off, wheelie and all the rest. While your competition is wasting time racing, you can be concentrating on the most important thing – showing off.

The start is very important, because that is where the most pictures are taken. You want to be out in front, or at least close to the camera.

Turns. There are two types of turns in Stadium Styling: 1) the Nerf Turn and 2) the Body Check Turn. The Nerf Turn is where you ride over your head going into the turn and ride over your competition coming out. The Body Check Turn is similar to the Nerf Turn, except that your competition rides over you.

Banner Dragging. Every stadium stylist should know the fine points of Banner Dragging. The trick is to wind enough of the banner rope around your axle to get a good grip, then carry the banner like a tail flapping behind you a hundred yards or so for several laps. Practice is the key here.

Jumps. There is only one kind of jump in Stadium Styling – the Profile Jump, which looks great in pictures taken from the left or right side. The Crossup Jump used to be popular but has gone out of fashion. When making a profile jump, strive for distance. Remember, it isn't how fast you go, but how many flashbulbs you set off that counts in Stadium Styling.

Wheelies are the sign of an accomplished Stadium Stylist. Get the old front wheel up at every opportunity and hold it as long as you can. There are three basic wheelies: 1) the Straight-Ahead Wheelie (no class). 2) the Crossed-up Wheelie and 3) the Crossed-up Wheelie with One-handed Victory Sign. Here again, practice, practice, practice.

Crashing and Scooter Kicking. Having selected the best camera location to crash in front of in your walk around the course, learn to get off as spectacularly as possible. Immediately upon picking yourself up, kick your scooter once with great emotion. Then remove your helmet and throw it at the fallen machine. This goes great with the grandstands, and sometimes wins Oscars.

That's all we have time for in this lesson, but if you sign up for my post-graduate course, we will go into the fine points of Cork Popping, Trophy Queen Kissing, and Autograph Signing. Remember, if you aren't styling, you aren't stadium racing.

Chuck Clayton

FREE WHEELING

Time was, before I discovered motorcycles, I'd go with a buddy to Gabe's Bar in Seattle, we'd clop stereo headphones over our ears, listen to the house jazz, drink beer, get all fuzzy and design exotic sportscars on the backs of the bar napkins. None of the cars got built, Gabe's is gone, I've lost touch with Edensky the Mad Russian, and now drink more wine than beer, yet the spirit lingers.

Like I was just thinking, what a gas it would be to build a flat twin two-stroke, laid out like a BMW, with a 180-degree crank, rotary valve and induction through a common crankcase feeding both cylinders. Shaft drive, of course, with a trick fairing that ducted engine heat to your navel.

Or, how about a V-4 – maybe one based on the top end components from the old CR92 Honda 125cc racing twins, total displacement 250cc, hooked up to a six-speed gearbox. Cylinder banks at 90 degrees, with fuel injection. It could have leading axle forks, like the late BMWs, but not necessarily to obtain all that travel. Rather to drop the entire fork assembly as low as possible, using drooping triple clamps. The calipers for the dual discs would be mounted below the axle centerline, trailing the fork legs, and rear suspension would be by an underslung monoshock, operating in tension, rather than compression.

Then how about the gasoline-electric trials bike – using a DC traction motor built into the rear hub. You'd eliminate the entire gearbox/clutch primary drive assembly, replacing it with a crank-driven generator. This would allow more flexibility placing the engine in the chassis, eliminating chain-drive constraints totally. Just a couple wires running inside the swing arm . . .

Then someday, I want to build a motorcycle with a V-12 engine. I don't care if it goes fast, I just like the way they sound.

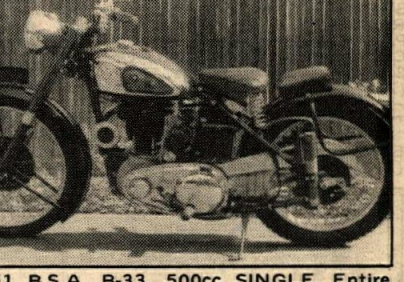
Got an idea for a chopper once, a solo machine with a molded sissy-bar/cum full backrest and headrest. There'd be stereo earphones molded into either side of the headrest, a tape deck in the base, and a flip-down acrylic faceshield with edge lighting that plays a continuous light show. What a trip!

Then I finally figured out the motorcycle for the masses, anticipating Detroit's entry into the field. It would have a stamped-steel monocoque styled body-frame and a watercooled 750cc purshrod single, based on one cylinder of a Chevy V-8. No trans or clutch, just hang a torque converter on the crank end and use one of those remote fluid drives in the rear wheel hub. There could also be a racing version with a dip-brazed aluminum alloy frame . . .

Hey, what are you doing with those nets? Aww come on, you guys, lemme go. Hey! H-heeelllp!

Lane Campbell

WANT ADS



Bell Moto Star helmets Now in stock
S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (49)

'74 MT Honda 250
Tune pipe, excellent condition, knobbies. (805) 438-5630. (49)

XL250 Honda parts
Complete transmission, stock crank, rod, head and barrel. Also stock seat and wiring, some other parts. (213) 376-8098. (49)

Clearance sale
New '75' Rokon automatic, $1295.00. Harley-Davidson West, 9306 Bolsa Avenue, Wesminster, California. (714) 893-6274. (49)

I quit racing sale
1974 Elsinore 125 desert grand modifications, stored since March of '75. Excellent condition, $560.00. Hondaline leathers, 32" waist, $35.00. Boots, 9½, $20.00 and lots of other goodies! Seal Beach (213) 598-5686. (49)

'73 Kawasaki F9 5000 mi.
Super clean, never raced, previous owner broke his body in car wreck — must sell! $700.00 or best offer. (213) 464-2341. (49/TFN)

'73 YAMAHA 250 MX, excellent condition, fresh top end, new knobby, fast, $500. '71 YAMAHA 90 MX with extra 100 reed valve top end, $275. (714) 529-6375. (49)

'75 Honda CR125
Stage-6 porting, 32mm Mikuni, DG head and pipe and much more. A-1 condition, $675.00. '73 Yamaha 100 MX, new condition, $300.00. (714) 996-0375. (49)

Hodaka & Ossa, sell or trade
'71 Hodaka 100 Super Rat, $250.00 or trade for mini cycle and 250 Ossa, many extras, $350.00. (213) 830-3934. (49)

'74, 250 Elsinore
Forward mounted Boges, ported & polished, T&M pipe, many more extras, excellent condition. Must sell, $750.00 or trade for Baja Bug. (714) 633-5948 or (714) 630-4492. (49)

1972 Suzuki dirt bike
250 stock. Good, fast machine, in good condition. Konis, new pipe, $295.00. Bike hardly used last 2 years. (213) 472-1711 or (213) 472-0229. (49)

1974, 250 CZ, $850
You name it! It's got it! No time to ride it! 50 year old mechanic works on it, never rides it! House taxes, must sell!! (213) 889-0194. (49)

Trackmaster Ossa sale/trade
250 Stiletto TT engine, disc brake. Set up for TT and FT. Will trade for 250 or bigger MX bike. (213) 944-4197. (49)

'75 SUZUKI TM125, must sell in 10 days, perfect condition, fast, extras. Must see, $550.00. Also '71 HONDA SL70, great condition, $225.00. (213) 348-8470. (49)

'72 CZ 250
All the extras, clean, reliable, $425.00 or best. Evenings, SF Valley (213) 892-7376. (49)

'73 Triumph 750
Like new. Semi chopped, low miles, must see to appreciate. Call (213) 634-0800. (29/TFN)

Xmas special 175 Kaw enduro
1972, lo mileage, great condition and adult owned, $375.00. (213) 939-9136. Never raced. (49)

Take your pick
Two new 1975 Bultaco bikes left from dealer closeout. 250 Alpina, $895.00. 360 Pursang, $1195.00. Free delivery within 500 miles. Myrtle Creek, Oregon (503) 839-4321 after 6 p.m. (49/2x)

Don't junk it! I need it!
Speedo and tach for Yamaha 400 enduro. Call Phil (213) 281-0158. (49)

'51 B.S.A. B-33, 500cc SINGLE. Entire bike gone thru inside and out. Newly rebuilt engine and trans. New paint, tires, runs good, $1,000.00. (213) 339-2394. (49)

Mono eater '74 CR250 Elsinore GP
Forward mounted shocks (gas), air forks, D&G head, pipe, Barnett clutch, new tire, rim, sprockets, Flex bar, etc. Fast and dependable, going Open class, $650.00. (714) 365-7193 or (714) 365-3614. (49)

MR 175 ridden twice
Excellent condition. Boot, helmet, etc. $700.00/offer. (213) 621-3114 or (213) 831-2208. (49)

Honda fork kit 8½ inch
Fits 250 Elsinore. Our kit gives you a smoother ride with more precise damping, $24.95 plus tax. CODs OK. Hiiesalu Manufacing Company, 322 North Lima, Burbank, CA 91505. (213) 842-3280. (49/4x)

'71 Bonneville, '72 Husky 250
Showroom condition, only 2200 original miles, 4 speed. $1195 or best offer. 250 WR, reb. eng., long swingarm, desert ready, $700 or best offer. (714) 543-1254 or (714) 548-0412. (49)

250 radial Maico
Moved-up Koni shocks, Wheelsmith goodies, D.I.D. front, steel rear rims, plastic tank & fenders. Bought Nov. "73", $650.00 or best offer. (714) 535-2745. (49)

'75 CR125 Elsinore
D&G head and porting, Cross 4 9 gauge spokes, many new parts, $650.00. Ask for Ron (714) 683-2253. (49)

RM 125 Suzuki, Ford Ranchero
R.M. is quick and clean. Call for extras, rode less than 10 times, $575.00. '63 Ranchero 260, V8, new tires, 69M, over 20 MPG, $525.00. Will trade for Camaro. (805) 498-8106. (49)

'75 Husky 250 WR
MK Series, Filtron, skid plate, excellent condition, new top and bottom end, $975.00. (805) 495-2091. (49)

'74 Elsinore CR250M
Super clean, new piston, skid plate, PMC tank, 4.50 Metzeler, never raced, $595.00. (213) 880-4459. (49)

'71 Yamaha 175
125 MX close ratio trans, Bassani pipe, 26mm carb, ported, milled head, new bore, Girlings, extended swingarm, 3.5 gal. tank, 21" front wheel, 125 MX cylinder, xlnt., very, very, very lo miles, $450. (213) 591-5321. (49)

1974 CR 125 Honda
New Wiseco piston, reed valve, moved-up Konis, Bassani pipe + fast and reliable. $450.00 or best offer. (213) 828-9643. (49)

'71 Yamaha 100 MX
with '73 engine, extra engine, J&R pipe, 26 Mikuni, polished, Akront rim, new tires, plastic tank, fenders, levers, throttle, Webco springs, laid down shocks, more extras, $295. (714) 828-1486. (49)

'74 KTM Penton 250cc
Like new, $850.00, many extras. (213) 374-7260. (48/3x)

'74 Honda XR-75
Forward mounted swingarm, T&M pipe, many x-tras. Must see, $375.00. (213) 531-8187. (49)

'74 Maico
250, has everything and looking for a home. $600.00. Tremendous! (213) 431-3758. (49)

'72 YAMAHA MINI-ENDURO tricked out 60, down pipe, high compression head, ported and bored, plastic tank, fenders, A-1 cond., $250. Helmet, $10. Mini Full Bore boots, size 8, $10. New condition 20" Schwinn 10 speed, $90. (213) 863-5173. (49)

'70 Husky 360 a steal
Clean and very reliable, zero hours since rebuild, all new gears, must sell, $450.00. (213) 532-3878. (48/2x)

'75, 400 mono
Good condition, mono-mod shock, Vesco 3.5 tank, skid plate. (213) 353-2600. (49/2x)

'74 Chev. Luv and BW leathers
13,500 miles, Mikado, AM/FM stereo, xInt. condition thru-out, $2900. Also: new Bill Walters leathers with kneecups, 31-32 waist, $40. (213) 456-6258 or (213) 348-2230. (49)

'73 TM Suzuki
Excellent condition, forward mounted shocks, $500.00. (213) 865-3134. (49)

'72 Montesa 125
Lay down, ported, reed valve, 30mm Mikuni, plastic tank, fenders, more, very clean, $495.00. (213) 860-1269. (49)

SNELL PIPES available for all bikes, $69.99. Mail order available anywhere. Cycle Products West, 11900 West Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7995. (46/4x)

Kawasaki cranks, brand new
S1-S2-S3 — $75.00 each exchange. H1 and H2 Re. MFG. ALL NEW GENUINE KAWA PARTS trued to perfection, $110 exchange. Call on Yamaha 2 & 3 cyl. Kawa 1 cyl., $35. 2 cyls., $60.00 exchange. SHIP ANY PLACE. (714) 685-5727. (49)

'75, 125 Bultaco
Excellent condition, $750.00 or ? After 5:00 (213) 352-3581. (49)

Radical Rickman
'71 Rickman with '73 Hodaka Super Rat engine. Fresh bore, reed valve, 30mm Bing, plastic CZ airbox, stuffed crank, Barnett clutch, porting and pipe by R.M. Sanderson, E.C. Birt crossover brake assembly, gusseted steering head, Boges, Trelleborg front, Metzeler rear, very fast, a proven winner, $495.00. (213) 375-0891. (49)

Super trick Yamaha 80 MX
Noguchi kit, torque pipe, F&F filter, 24mm Mikuni carb, S&W shocks, Pettys, new knobbies + many other trick extras. $250.00 or best offer. (805) 255-0743. (49)

HONDA 160 BASKET, rebuilt engine, good tires. Best offer, come see. (714) 893-0051. (49)

Motorcycle trailers
Major brands 2 & 3 rails — small or large wheels. Prices start $176.00 — ramps, hitches, Tie-downs & accessories — everything 20% off list. MSC, Sun Valley (213) 767-1757.

'73 Bultaco 125 MRK6
Excellent condition, super fast, showroom condition, everything new, must see to appreciate. Must sell, $500.00. (213) 339-3034. (49)

'74¾ Bultaco 250 Pursang
Konis moved up on top and bottom, Diamond primary chain, fenders, Andres, Magura throttle. Purchased 10/74, not ridden for 5 months. A great deal at $695.00. (213) 761-3135. (49)

Trick KX 125
8" fork kit, forward mounted Boge shocks, new chrome bore with mild porting, new top end, new tire, chain, and sprocket, chain tensioner, Andre bars, skid plate and lots of spares. Bike is in primo shape, lost job, $550.00 or best offer. (213) 845-9435. (49)

Torque up the kazoo!! Husky
450 Des/Master '73'. New skins, skidplate, dual coil ignition, Vesco tank, Hooker pipe, Twin Air filter, and more. Not ridden since B to V '74'. $675.00. (213) 728-5764. (49)

'73 YAMAHA 360 MX, new top end & rear knobby, Curnutts, flywheel, K&N bars, perfect condition. Must sell. Phone (714) 536-4362. (49)

450 Honda
CB has windshield with fairing, turn signals, 12,000 miles, like new condition, $750.00. (714) 448-9246. (49)

'75½ GAS SHOCK CZ 400. 8 rides, showroom condition, $1050.00 or trade for Yamaha MX 250 B (mono) + $. (714) 586-7951. (49)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

$15/30/5 LIABILITY INSURANCE. 12 months rates: 70cc's $24, 250cc's $38, 500cc $60, 650cc's $73, 1200cc's $85, (All other coverages available). (213) 295-2054. California Motorcycle Insurance Agency, Box 92867, Los Angeles, CA 90009. (39/TFN)

1975 G.P. 250 CZ
Shocks Profab moved up, aluminum Konis, glass tank, Mikuni, Twin Air, fork kit, Trelleborg and Metzeler. Plastic fenders, Femsa ignition. (213) 662-1500. (49)

Parts manager wanted
Western Montana Honda Motorcycle & Automobile Dealership needs full time parts manager, top benefits. Send full details in first letter, Honda Center, 2900 Reserve, Missoula, Montana 59801. (406) 543-3153. (49/2x)

Street legal Husky
Trophy winning enduro special, equipped with: Cibie, VDO, Koni (F.M.S.), Malcolm, Vesco, Barnett — '74, 400 WR with best accessories —serious inquiries only — $975.00. (213) 333-4395. (49)

1973 — 125 PENTON — super clean, wife's bike, $550.00. 1974 — 100 YAMAHA MX, clean, $350.00. (213) 362-2868. (49)

'74 Bultaco 250, $675
Excellent condition, Konis, alloy tank, rebuilt engine. (213) 329-9197. (49)

Rickman Metisse MK IV
500 BSA engine, bored, Mikuni carb, Airhart disc brakes, Ceriani forks, Curnutt shocks, extra tank and rear shocks, $1400.00. (213) 691-4929. (49)

Many, many cheap, cheap bikes
Yamaha 125 twin, $20. Yamaha 180cc, $20. Ducati 250 runs, $50. Montesa 250, $100. Yamaha 125 single, $100. Yamaha 175 CTI, $195. Many others under $200. (213) 357-3361. (49)

Trackmaster Triumph
750 kit, 5 speed, ARD mag, Mikunis, KH cams, Barnes wheel, Betors, fast, fresh & reliable. $1,100.00. Rudy (714) 827-1075.

'73, 250 Honda Elsinore
Must go, fast, good condition, $400.00. Call after 4:00 (213) 288-9992. (49)

1975 Yamaha YZ 250B
Fresh engine, mono-mod, hard chrome cyl., swingarm ex. 1", 38 Mikuni, Terry forks, much more. $800 and small street bike. (213) 691-1497. (49)

MAKE OFFER, '73, 250 Elsinore, forward mounted Konis, completely new transmission, new tires, smooth, fast and very clean. No lies. (213) 735-7598 anytime! or (213) 291-2755. (49)

1972 — HONDA XL250 — dirt ready, lots of extras, excellent condition, $500. 1974 — DUNECYCLE — Lights and much more, excellent condition, $450. (714) 523-7905.

'74 CR 250 Elsinore
Like new — excellent condition, never raced. (213) 447-6976. (49)

750 Yamaha
'75, Shell frame and motor, fresh. Ask $2000.00 — BEST OFFER — must sell. Call 9 a.m.-6 p.m. ask for Jack (213) 597-3317. (49)

1972, 250 F81M Kawaski
Clean — fast. Raced 1 yr., new top end — owner's manuals — must sell — first $450.00 takes. Call after 6 p.m. (213) 241-5659. (49)

'74 Astro 360 Bultaco, cherry
Brand new top end, ready to race, $900.00. (505) 265-5745 day, (505) 256-3866 night.

360 Yamaha built for TT, ST
But will change over to MX for buyer. Ported, pipe, very rapid, ridden total of 5 times — like new for '74, make offer — must see. (213) 363-9130. (48/2x)

'71 TM SUZUKI 3 pipes, 2 tanks. (714) 886-3913. (49)

Unreal 250 MX
'73 CZ, lower end just redone, all trick parts you can think of. Come, see it and ride it. $525.00. (714) 645-6293. (49/2x)

TWO '74 ELSINORE 125, 250. Great shape, extras, boots, leathers and more. All must go. (714) 821-5615. (49)

Yamaha 125 YZC
Stop the lost of power with C.P.W. new heavy duty clutch springs, $4.99 for complete kit, postage pd. Cycle Products West, 11900 W. Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7996. (48/2x)

"Lost dog"
White & black Cockapoo, answers to Snoopy. Last seen 11-30-75 at Desert M/C campgrounds. Call Don Burke (213) 970-4655 days, (213) 360-3710 evenings.

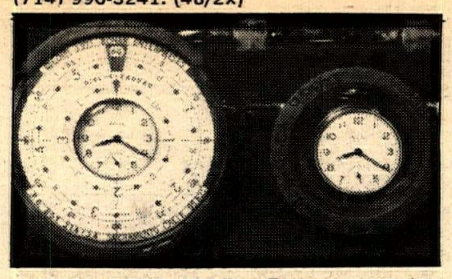
'72 Husky 360C 8 speed
Seldom ridden, excellent condition, stone reliable. $600.00 or best offer. (213) 271-0150. (49)

'73 Yamaha 125 enduro
Excellent condition, dependable, clean, great for transportation or play. Must see to appreciate. With helmet, $475.00. Ask for John (714) 684-7402. (49)

FULL BORES size 7½, very good condition, $20.00. (714) 495-6657. (49)

'74 Honda TL-125
Good condition, Rentals, Bultaco slow throttle, Uni-levers, new cables, chain tensioner, Exdusor. $425.00 or best offer. (213) 994-3984. (49/2x)

Suzuki RM 370, RM 250
Excellent condition, ported, fork modifications, 38 Mikuni, 2 mos. old, "quitting racing." More. (213) OR 3-5562 or (714) 996-3241. (48/2x)



"DIAL-A-ENDURO" — Enduro computer, $23.95. *Watch-holder, $9.95 (*Watch $6.00 additional — $1.00 postage and handling.) Lit. 25¢. Bonar Enterprise, 3128 Auburn Boulevard, Sacramento, CA 95821. (42/TFN)

'75 Honda Civic CVCC
5 speed, low miles, mint condition. Orange w/trick wheels & tires. Call 8-6 (213) 530-4656. (45/TFN)

Souped up!
CR 125, Emler pipe and carb., excellent shape, $500.00. (213) 431-2936 after 6.

Trick Hodaka
Fast, many trick items, Webco head, Mikuni carburetor, ported, reed valve, Boges, runs strong, $300.00. (213) 634-0968. (41/TFN)

"Munari & Norstar boots" $59.95
Will ship anywhere. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, California 90255. (213) 587-7244. (46/TFN)

Yam. '74 trials 250, extras . . .
Renthal bars, Konis, P.M.C. tank, P.P. fenders and gas cap. Dunlop 400x18, 2 ply tires, $700.00. (213) 776-1905 or (213) 390-2616.

HEAVY DUTY ROD KITS, CR 125s, $29.99 or if we put rod kit on your crank, $44.99. Mail order available anywhere. Cycle Products West, 11900 W. Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7996. (46/4x)

Motorcycle trailer
Special inventory clearance sale, 3 or 4 rail, $210.00. (213) 633-2411 or (213) 862-8601.

Champion 360 Yamaha
Barnes, Betors, S&Ws, '73 motor, very fast, just built, raced only 7 times. Will deliver to L.A. area. Quitting. $1300.00. (602) 749-4126. (49)

TZ 250 Yamaha road racer
Vesco swingarm and seat, one race on Goodyear slicks, front disc brake. Spare cylinders, gearing, fairing mounts, etc. Will split. Ex. condition. Will sell to best offer around $1,750.00. Will deliver anywhere in California. Call after 5:30 p.m. (415) 968-8531. (49)

1974, 400 Husky
Quick and clean, low mileage, Profab swingarm, new chain and sprockets, Curnutts, Cerianis — cherry, $1,025.00. (213) 923-7807. (49)

'75 GP Husky 360
$1,350.00 in perfect condition. Day (805) 647-6596, eve. (805) 648-3268. (49)

'69 Yamaha 250 MX, fast!!
Very well maintained and clean. Used for fun riding, never abused, new plastics and tires. Ask for Jim or Pete after 5:00 p.m. Please call (213) 322-2328 or (213) 322-1773. (49)

1974¾, 175 Penton
Like new, X-Mas special, $775.00. (213) 345-2915. (49)

'74 TM 125 Suzuki
Like new condition, never been raced. Must see to appreciate. Must sell soon, $480.00 or make offer. (714) 682-2447. (49)

1975 Honda XR75
Showroom condition, good Christmas present, $395.00. (714) 496-0964. (49)

'74 MAICO REAR WHEEL, DID rim, 8 gauge Buchanan spokes, double sealed American bearings, excellent condition, $75.00 or make offer. (714) 882-0965.

'73 Yamaha 100 MX
Fast, never raced, plastic tank and fenders, brand new knobby. $425.00/offer. Also '73 Yamaha 100 MX, never raced, plastic tank, $400.00. (213) 457-7507. (49)

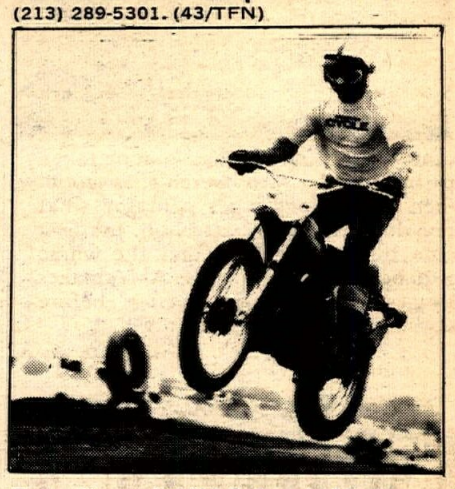
License plates are trick
Get rid of those bumper strips and show a little class. Put one of these plates on your van, truck, car, trailer, whatever. Get more than one. Give 'em to your friends for Xmas. All plates are black on white baked enamel on 6 x 12 inch aluminum. License plates are $3.00 each. Specify design and quantities desired and send with cash, check or money order to: D & L Enterprises, P.O. Box 575, Brooksville, Florida 33512. (47/3x)

Hopetown souvenir
'75 Grand Prix programs still available, 75¢ postpaid. Dirt Diggers M/C, P.O. Box 1559, Santa Monica, CA 90401. (47/4x)

Yamaha motobikes
$119.95, S & L Yamaha, 5939 Pacific Boulevard, Huntington Park, California. (213) 587-7244. (47/TFN)

TWO STEVE STACKABLE 1975 factory works bikes, $1700.00. 1 factory works engine, $350.00. (512) 443-2071. (47/4x)

Call us on our tire prices
(213) 289-5301. (43/TFN)



Russ Darnell MX Schools Xmas
Vacation. Carnegie, December 20 & 21. Indian Dunes, December 23 & 24. Saddleback, December 29 & 30. $25 per student (two day schools). Learn professional techniques! Ride faster. Gift Certificates available. (213) 367-1722. (44/6x)

'72, 400 CZ
$400.00. (213) 439-1276 or (213) 596-7789.

'70 Yamaha 175
Wife's trail bike, xInt. condition, extras including street equipment, $275.00. (213) 694-2250. (48)

'74 Maico 400 GP
Very sano and outrageously fast, ported, 38 Bing, moved up aluminum Konis, D.I.D., Wheelsmith pipe, built to G.P. specs by Pro Fab. New condition, must see, $950.00. (714) 846-8995. (48)

'74, 175 MX, also '75, 400 MXB
'74 — new CDI, shocks, crank, whole motor, new and built, $650.00. '75 rebuilt Terry front, 8½" rear, $1000.00/offer. (714) 927-2472. (48)

'74 Elsinore 250 & '73 Yam 125
Both just rebuilt & in excellent mech. cond. Moving, must sell. 250 Elsinore, $500.00. 125 MX, $300.00. (714) 657-4601. (48)

'74 FMF Penton 125
$200.00 in engine & pipe, ridden 4 times, brand new condition. Just look at it. $595.00 very firm. (213) 833-4102. (48)

TM 400 Suzuki, $295
For quick sale! New Betor forks, Boge shocks, fresh engine, '74 frame, new tires, etc. Great play bike. Evenings (213) 770-8175. (48)

'73, 250 Bultaco Pursang
Forward Konis, Magura levers, plastic fenders, large and small tank, very clean! $525.00. (714) 639-7321. (48)

Must sell
1971 Kawasaki H-1. Engine rebuilt, new paint, $400 firm. Yamaha 350 R5, only 4600 miles, $450 firm. After 5 p.m. week days (213) 370-8887. (48)

FMF racers
3 YZ C mono 125s
One w/Maico forks, one w/Marzocchi forks, one w/air oil set-up. All with full FMF mods & products, ignitions, head, carbs, shock mod, tires, 520 chains, big seats. The best of everything. Call 8-6 Mon.-Sat. (213) 530-4656. See at FMF. $1200.00 each or factory team of 3 for $3,000.00. (45/TFN)

Primo Elsie
Get this tee-rick bike and start winnin'. Lots of xtras, new paint and forward mount. Call me for more spec. Tom (213) 327-2596.

Shoestring wheel works
Wheels laced, $16.00. Trued, $6.00. Wheel off machine tire off. Call for appointment (213) 439-8239. (2/TFN)

'73 Honda SL350
Very clean and few miles, $575.00. '73 Suzuki TM 400 — desert ready, $625.00. 3 rail trailer, $125.00. (213) 868-1441. (48/2x)

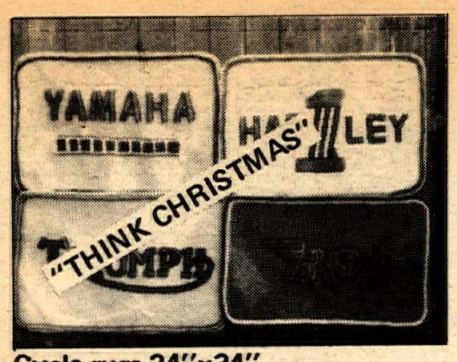
Husky 8½" fork kit
Includes dampening rods and fork springs. Late black legs, $48.95. Early black legs, $60.95. Early grey legs, $78.95. Call for order and information. Bill Saltzman's Imperial Motorsports (213) 337-6811. (46/5x)

Fast '76, 125 monoshock
Fast & reliable, medium porting, modified piston, modified reed, 32mm Mikuni, modified trans., K&N filters, trick seat, shock tuned, air forks, Trelleborg front, Cheng Shin rear, $900.00. (213) 339-7232. (49)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal—Mart Plating, 607 South Hill Street, Los Angeles. California 90014. (213) 623-6987.

'73 TA 250 RR
6-speed, top 10 AMA Novice, has everything. Call (714) 689-7059, if no answer (714) 689-8120. (45/4x)

'74, 250 Bultaco
F.M.S. top and bottom, new barrel and Wiseco piston. Much, much more, $700.00 or best. Must sell. (714) 897-5251. (46/4x)



Cycle rugs 24"x34"

Nylon, durable, machine washable, rubber backed. In red, blue, white, yellow, black and orange. Send $8.90 (includes postage) check money order or I'll C.O.D. J's Rugs, 3306 S.E. 166th, Portland, Oregon 97236. (44/7x)

"New trailers"

3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (31/TFN-E.O.I.)

'70 Yamaha 250 MX

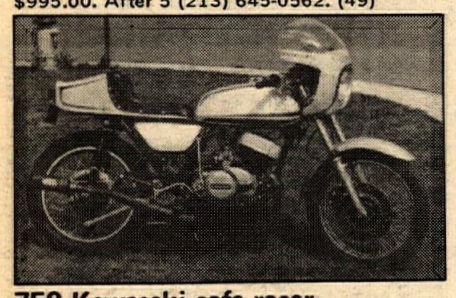
Like new, used seldom, must see this one, $275.00. Evenings (213) 475-1998. (49)

'74 Redline frame Astro

Has won Ascot T.T. and ½ mile. 3 Barnes wheels, disc brake, Cerianis, extra gearing, Posi fuel, can finance. $1275.00. (805) 259-8460. (46/3x)

Road riders

'70, 650 Triumph, new chrome, paint, real clean & runs, excellent, no oil leaks, stock & 2 into 1 exhaust, etc. See to appreciate, $995.00. After 5 (213) 645-0562. (49)



750 Kawasaki cafe racer

Reinforced frame, Konis, K&Ns, 3 into 1 pipe, Skyway, drilled disc, Lakewood linings, Camber Co. seat, etc. Fast and reliable, Daytona '76 qualifier, $1395.00. Will deliver. Beaver, 1419 Ash Dr., Ft. Collins, Colo. 80521. (303) 482-2957. (49)

'75 KTM 250

In debt — must sell! G.P. porting & pipes, ext. front forks, 8½" travel, new Sun R. rim, much more, $850.00. Also Bultaco 125 Pursang, $275.00. Nites (714) 982-3074. (49)

'72 Honda SL-125

Like new, completely stock, 1400 miles, $350.00. (213) 391-5401. (49)

Seasons Greetings
to our customers & friends
Don Vesco Products, Inc.
7936-C Lester Ave.
Lemon Grove, CA 92045
714-465-8256

'73 CZ 400

Mikuni carb, plastic tank, G.P. springs, 5" travel Curnutts, plus xtras, very fast and reliable, $700.00. (714) 826-1016. (49)

'74 Maico 250

Excellent condition, aluminum Konis, 8" fork kit, DIDs, much more, $700.00. (213) 963-3024. (49)

'73 Ford ¾ T. van

V-8, auto., P/S, P/B, paneled, carpeted, cabinets, ice box, custom seats, mags/tires, xlnt. for M/Cs, immaculate. Must sell. Call after 4 p.m. (213) 559-9079. (49)

Maico and Ossa, both trick

'71 Maico 250, ported, pipe, Mikuni, forward mounted Boges, much more, $550.00. '70 Ossa 250, Mikuni, ported, Maico wheels, alloy tank, $325.00 or best offer. (213) 773-7761.

'75 Husqvarna 360 GP

Brand new, used 3 times. Must sell, $1595.00. (213) 372-1296, (213) 835-6907. (49/3x)

Primo 500SC Yamaha

'73 built to '74 specs. New tires, 5" Curnutts, forward mounted, Trickit front end, super clean, $550.00. Also 100 H.D. Baja, like new, $250.00. Must sell. (213) 821-5362. (49)

BULTACO 326 Sherpa-T, excellent condition, $695.00. (714) 87 9-6366. (49)

1974 CAN AM 175, good condition, lights, extras, $725.00. (213) 973-0436 or (213) 973-2045. (49/2x)

Hodaka Dirt Squirt, late '73

Xmas coming! Perfect bike for rider too big for mini, too small for full size bike. 100cc, excellent condition, clean, fast, dependable, extras, stickie, $325.00. (213) 361-7728. (49)

She's excellent

'72, 250 CZ, rebuilt to sell, $425.00. After 6 p.m. (213) 397-3711. (49)

2 CYCLE motorcycle trailer, $125.00. Call after 3 p.m. (213) 394-5809. (49)

'73 Elsinore 250, $650

MT flywheel, skid plate, new rubber, looks and runs great. (213) 985-3597. (49)

'74 Yamaha 360cc, $575

SC500 top-end. Steve (213) 479-0376. Never raced/street including turn-signals. (49/3x)

FACTORY REPLICA fork boot kit for XR 75, YZ 80s, MR 75, $9.99. RM 250, & all Yamaha models, CR 125, plus all other bikes, $14.99. This kit consists of 2 alloy collar and fork boot. Mail order available anywhere. Cycle Products West Corp., 11900 W. Pico Boulevard, W. Los Angeles, CA 90064. (213) 477-0997 or (213) 473-7996. (46/4x)

'74 Yamaha enduro 250cc

Excellent condition, knobbies, $750.00. (714) 595-9783. (49)

'74 CR250 Elsinore, like new

G.P. barrel, bronze swingarm bushings, very reliable, very fast, have to sell, never raced, $695.00. (213) 342-7646. (49)

Redline Honda 350

Works Yamaha front end, alloy tank, Mikuni carb, run less than 10 house, $1700.00. Ask for Walt (714) 979-0170 day, (714) 546-0311 eve. (47/3x)

M/C garage sale

12 years of motorcycle parts and accessories. Tanks, tires, wheels, forks, shocks. Stock and special racing equipment for Honda, Yamaha, Hodaka, Rickman, Bultaco, BSA and Triumph. No junk — fair prices. Also 3 rail trailer with floor, $200 and Yamaha Mini 90cc, $200. Call (714) 879-9281. (49)

'74 Honda XL 410

Set-up for enduros, Mikuni, special pipe, spark arrestor, Web cam, ported, polished head, lightened rocker arms, aluminum retainers & springs, 8 gauge spokes, 350x21 6 ply new tire, 460x18 knobby, YZ lever assy., lightened frame, special gas tank, '76 lic., street legal, $750.00. (213) 333-7664. (46&3x)

'74 YZ 250

8" cantilevered shocks, chrome moly frame & bars, invested $2,400.00. Sell for $495.00. In bad need of money, must sell. (714) 894-3803. (49)

'74 TM 125 fast

Factory barrel, radial head, plastic tank, J.H. pipe, 32 Mikuni, chrome moly swingarm, F.M.S., frame mods, newer year forks with fork kit, $650.00. Excellent condition. (213) 967-1638. (49)

'71 Hodaka Super Rat Ace 100

Rebuilt engine & trans. Strong, 5 speed, reliable, $250.00. (213) 346-8383. (49)

1975 Yamaha 400-mono, $995.00

Only ridden 4 times, long travel forks, shock modified, Metzeler, Uni filters. Bike is almost brand new, must sell!! (213) 884-5810. (49)

Foam forks leg protectors

Impact foam fork protectors fit all MX bikes. Protects fork legs from damage. Complete with nylon ties. Specify white, red, blue, yellow or black. Send check or money order to: Trails End, 16394 E. 14th St., San Leandro, CA 94578. California residents add sales tax. $3.95 pair. (415) 278-1565. (49/2x)

Brian Myerscough

NMA Grand National Champion is selling his bikes. Modified YZ 80-B, $650.00 complete. XR100, $400.00 complete, plus many more. (714) 792-2204. (37/TFN)

XR 75

'74 model, bought new in April '75. $395.00. (213) 431-2936 (after 6 p.m.). (37/TFN)

1975, 250 BULTACO ALPINA, $599.00. 1972 Yamaha 175 enduro, $299.00. 1971 BSA 500 MX, $499.00. Call after 6 or weekends (714) 674-2483. (49/2x)

BIKER magazine is rated R for road riding men. Parental guidance suggested. Published bi-weekly by Cycle News, Inc. Be a charter subscriber to BIKER and get a free pin. One year subscription (26 issues) only $7. BIKER, Box 2610, Long Beach, California 90801.

'70 OSSA STILETTO 250, 4 spd. Completely rebuilt engine with receipts, many extras, excellent condition. Must sell as I am moving, $400 or best offer. (714) 626-5866.

Norstar boots — Premier helmet

Size 11 boots, worn twice, x-large helmet w/visor. Boots $45.00. Helmet $25.00. (213) 333-4395. (49)

'72½ Yamaha 100 MX

Not raced, dependable, ported, milled head, Bassani pipe, bigger carb & reeds. 21" Akront, Anracos, plastic fenders & tank & levers. Sacrifice $275.00/? After 6:00 (213) 463-9870. (49)

A 250 killer kit for a 125 mono

I have a 175 head, barrel, piston, and reed for a 125 mono. It bolts right on. Super for desert or blowing off 250s in motocross. $125 or offer or ? (213) 894-4768. (49)

'74 Yamaha 250 MX

Cherry condition, can be either flat track or MX. Just bought bigger bike and must sell. $625.00 or offer. After 4:30 (714) 586-6872. (49)

Kaw 750, only $495!

Absolutely the fastest vehicle at this price! Buy it now! (213) 357-3361. (49)

TD3 Champion Yamaha

½ miler, Ceriani forks, new tires, disc brake, Vesco ported, very fast, best offer. Must sell. (714) 722-8711 or (714) 757-5170 — extras.

Wanted — Suzuki parts

TS/TM 250 frame, swingarm, primary and side cases or complete engine — all or part, no junk. (714) 446-4001. (49)

Rare '73 YZ 360 — CZ 250

Both bikes ready to race. Lots of travel, lots of extras. New sponsor forces sale, $600.00 each. (714) 753-2354. (49)

Motorcycle trailers 4 rails

$300.00 custom built. Chrome-plated trailer hitches installed, $45.00. K&B Welding, 1465 Magnolia, Long Beach, California 90806. (213) 436-0666. (30/TFN)

Metric tap and die set

40 piece tungsten steel set with all the accessories to do most jobs on your motorcycle, $12.50 each. CODs, 50¢ extra. Hilesalu Mfg. Co., 322 N. Lima St., Burbank, California 91505. (213) 842-3280. (47/4x)

"Rokon"

Tustin Honda, 100 North Tustin Avenue, Tustin, California. (714) 558-9393. (46/TFN)

'68 Hodaka 100 Ace

Street bike, good condition. Wife's bike, 1100 miles. Call Dennis after 6:00. $200.00 or best offer. (213) 421-0188. (46/TFN)

'74 Honda CR 125

FMF porting & pipe, 32mm Mikuni, cantilever Boges, mint condition, $625.00. (213) 442-6328. (48/3x)

Suzuki '74 TM125

PMC tank and fenders, xlnt. $499.00. (213) 882-2829. (49)

Triumph 650 — Redline frame

Ard mag, Mikuni carb, Curnutts, HC torque cams, plastic fenders & tank, all trick. $1200. Will consider trade for Husky 400 WR 6 sp. $22000 invested. (213) 361-7457. (49)

DESPERATE. '74 CZ 400. F.M. Curnutts, Terry kit, air forks, Mikuni, Vesco, $550.00. '73 Kawasaki 250, Vesco, skunk works, ported, $500.00. Both excellent shape. (714) 846-4705. (49)

1973 Penton 125 like new

Excellent condition, never raced, 1450 miles, $600.00. (714) 997-3608. (49)

1974 Suzuki TM 100

See this one! Near new, in cherry condition, sacrifice, $525.00. Also, 1971 Yamaha mini enduro, $150.00, runs & looks fine. (714) 531-6590. (49)

XL410 Honda

'74 XL 410, desert ready, tank, Bilstein shocks, new engine, work done by Hy Per Kinetics. Lots of extras, $950.00 or best offer. (213) 869-0238. (49)

HODAKA 100, IMMAC. COND., new knobbies, fender, racing piston, pegs, 125 case, shifter kit, xtra tires, cables, plugs, etc. Much more, must sell, $385/offer. (213) 392-3734. (49)

'75 Yamaha 80 GTMX

Excellent condition, only $350.00. You must see. Call after 5 p.m., ask for Hector (213) 284-9808. (49)

TZ 250 road racer

Disc, gearing, many spares, perfect shape, $1800. TA 125: gearing, spares, $850 or trade for RD 350. Davenport, Iowa, Charlie, days (319) 391-8800. (49/2x)

'74 Yamaha enduro 250

1000 miles, like new, $700.00. (213) 371-6919. (49)

1974 Yamaha trials 250

Like new, 5 hours on wife's bike, street licensed with lights & banana seat, plus stock seat, $695.00. (213) 860-5045. (49)

'67 Porsche 1750cc headers

3 K miles since total rebuild, 77K miles, black — black Panasonic stereo, mags, radials, 5 spoiler and gauges, decambered, best offer over $4500.00. (714) 960-3139. (49)

YZ80B, very clean, ported, torque pipe, just rebuilt, extras, $395.00. (213) 884-1066.

TRACKMASTER 250 HONDA ELSINORE, ST/TT, Barnes, disc brake, Barnett, S&W, K&N, Pirelli, Ceriani, all new, never ridden. Also stock 250 Elsinore frame, forks, wheels & tires, gas tank and seat. (805) 948-7982. (49)

'75, 250 MAICO, DIDs, runs great, not thrashed, $900. (213) 941-9611. (49)

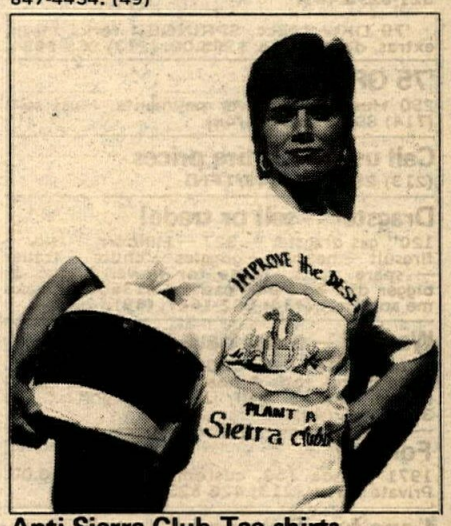
FMF set up CR 125, '75

FMF ported, pipe, Mikuni, Twin Air, forward mounted Boges, 520 chain kit, Barnett clutch, long travel fork springs, Honda red, much more. Must sell, $625.00. Brad (714) 673-8773. (49)

Dealers

Best deal on Goki air fork kits, 24 hr. U.P.S. (714) 533-7888. (49)

'71 PENTON 125, VERY GOOD CONDITION, trail ridden by young girl, $325.00. 250 Penton, 2 tanks, 2 pipes, chain tensioner, spare parts, $695.00. (714) 847-4434. (49)



Anti-Sierra Club Tee-shirts

"Improve the desert — plant a Sierra Clubber." Order now for Christmas. Heavy duty, 100% cotton, lime green accent. Size: sm., med., lg., xlg; $4.95 each. Bumper sticker $1.00 each. Send check to: Quick At Quill, P. O. Box 8103, La Crescenta, California 91214 (California residents add 6% sales tax). Dealer inquiries invited. (49)

'74 KX 125 Kawasaki

'74 K.X. 125, Cream Puff forks, U.S. Sports swingarm, F.M.S. (large bodied Bilsteins), rebuilt engine, never raced, new Metzelers. This bike sits tall. This fast bike only $900.00 or offer. (415) 934-3920. (49)

Volkswagen!

For sale or trade '73½ MX 360 Yamaha, fast & reliable, good condition, $575.00 or trade for VW. (213) 372-1883. (49)

'72 DKW 125

Like new, ported, new bottom end, skinny-fat tank, many extras, $450.00. Size 32, blue Hercules leathers, $35.00. Weekends only! (213) 461-2779. (49)

NEXT WEEK:

Giant Posterbook and End-of-year issue!
Featuring:
Touring the American motorcycle factories (Part 1)
Yamaha 500 XTC Enduro test
Honda MR 250 test
Bud Ekins & Von Dutch — 8 years after
Two terrific trail rides you can take
Anaheim MX Finals
and much, much more!
Don't miss it!

C and J Kaw 350 flattracker
Super sanitary, ready for Ascot. Plated frame, disc brake, balanced engine, trick rod, custom glass and paint, spare 250 top end. Must sacrifice, $1100.00. (714) 528-6048 home, (714) 541-5333 work. (49)

Tricked 250 Sang
'72 Bultaco 250 Pursang, moved up Konis, D.I.D.s, GP tank, fenders and seat, spare parts, super clean, must see to appreciate, $600.00. (213) 842-2563. (49)

'74 XR-75, $600
Race ready with oil cooler, racing cam, carb, manifold, ported head, valves and springs, Rocker arms, crank, 83cc kit, moved up Boges. (213) 443-0597. (49)

Bell Magnum helmet
Size 7¼ — front M/C mount for small M/C. (713) 424-0863. (49)

'75 Elsinore 125 never raced
Like new, ridden twice. Boots, etc. $675.00/offer. (213) 831-2208 or (213) 621-3114. (49)

250 Yamaha TT
Nickle plated frame, disc brakes, Champion swingarm. Must sell, $350.00 or trade for racing frame for XL 350 Honda. (213) 944-4197. (49)

'73 HONDA ELSINORE CR125 like new, never raced, $650.00. (714) 828-3655. (49)

XL350, 1976 K2
Must sell/lo mileage/Cheng Shins 3.50/4.50. Inter-Am bars. Make offer. (213) 376-9516 nite. (49)

'71 Yam 360 MX, $365
A great buy. Dependable, has never failed. Curnutts, etc. (213) 667-3495. (49)

'75, 250 YZ monoshock parts
Shock, $75.00. Air box, $20.00. Swingarm, $50.00. Pipe & sil., $20.00. Seat, $20.00. Tank, $10.00. Fenders, $10.00. Wheels comp., $50.00 each. Forks and clamps, $75.00. Side covers, $10.00. (213) 662-1500.

Moto Beta 1969
100cc, 15 H.P., runs good, street or dirt, $155.00. (415) 757-8275. (49)

1975 GP 250 Maico 4 speed
New everything, can see at Cole Bros. in North Hollwyood. New trans., ported by T.N.T., custom K&G pipe, cantilevered shocks, 8" front & rear! (213) 876-1498. (49)

1975, 250 BULTACO PURSANG, air forks — gas shocks — excellent condition. (805) 962-8385. (49)

'75 GP Maico 250
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9 in. travel air forks — laydown 9 in. travel rear, Kayaba shocks & res. DID rims, snake pipe, 38 Mikuni, red plastic tank & fender, $1325.00. Call (714) 762-5914. (49)

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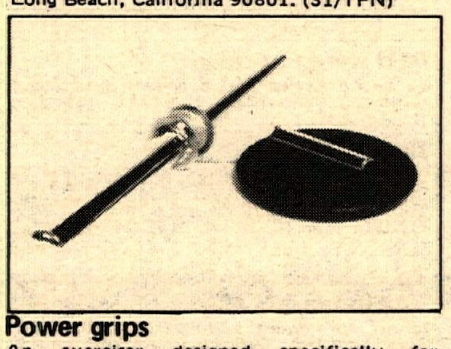

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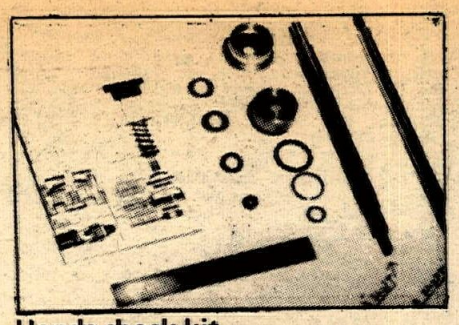

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